

# ALL HANDS

MAGAZINE OF THE U.S. NAVY JUNE 1999

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Photo by PH1 James Hampshire

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 The Honorable Richard Danzig  
 Chief of Naval Operations  
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threats in shallow coastal waters. FBE-E was designed to employ new and emerging operational concepts and technologies to counter any potential threats in littoral areas.

## 32 The \$35 Million Dollar Man

When his millions fly away, Aviation Mechanics Mate Anthony Troupe doesn't worry. He knows they'll always come back. That multi-million dollar F/A-18 *Hornet* that just shot off the deck is his. He "owns" it. That makes him one of the richest men in the Navy.

### On the Cover

Sailors on board USS *George Washington* (CVN 73) suit up... ready for action!

Pictured are: 1. SMSN Chrissy Ogden 2. AW2(AW/NAC) Chad Wolters 3. MA2(SW/AW) Brian Metcalf 4. AA James Brown 5. BM2 Joseph Tidwell 6. AS3 Alejandro Nieves 7. QMSA James Wagoner 8. AN Ryan W. Cash 9. AW1(AW/NAC) Craig Wooten 10. DC2 Adam J. Smith

Photo by JO1 Robert Benson and JO2 Joseph Gunder III

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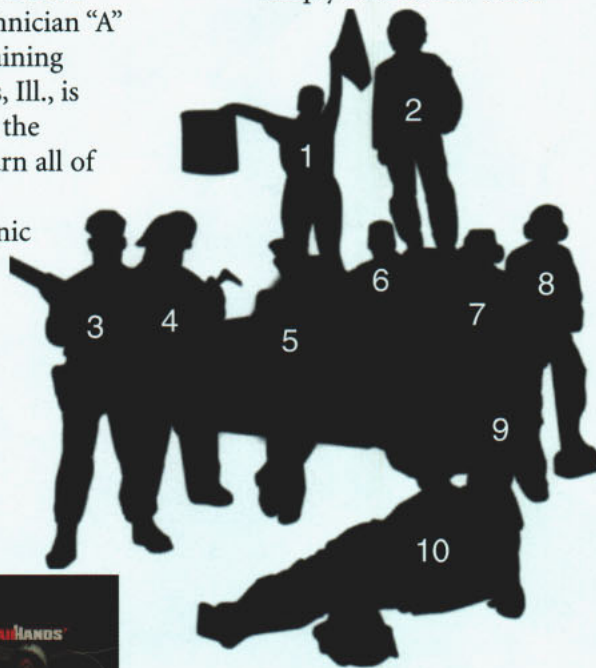
Hull Technician 2nd Class Gale Maio probably knows just about every inch of piping on board USS *Theodore Roosevelt* (CVN 71). Because if something breaks, who do you think they're going to call to fix it?

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The Electronic Technician "A" School at Naval Training Center, Great Lakes, Ill., is using concepts like the "Smartboard" to turn all of its classrooms into Automated Electronic Classrooms.

## 40 From Pieces to Parts

Mechinery Repairman 1st Class Merv "Bando" Keeto may be a machinist, but some say he is a magician. He can do wonders with the most insignificant shards of metal. When something breaks and there aren't any spare parts available to fix it, Keeto simply makes new ones.



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Check us out Online at:



[www.chinfo.navy.mil/navpalib/allhands/ah-top.html](http://www.chinfo.navy.mil/navpalib/allhands/ah-top.html)



### On the Back Cover

Recruits work together to carry a shipmate in the stokes stretcher through the downed power line obstacles during the Mass Casualty scenario of Battle Stations.

Photo by PH1 James Hampshire

# Fire in **the Sky**





A Norfolk-based carrier leaves port and makes her way to sea under a canvas-like canopy.

Photo by PH1 William Goodwin

Sandy **Reach**





BM3 Flav Medeiros, a beachmaster with BMU-1, directs an LCAC ashore during Exercise *Urban Warrior*. (See story Page 12.)

Photo by PH2 Aaron Ansarov

# Around the Fleet

## Pacific Fleet Battle Group Validates Y2K Readiness

A petty officer mans his station in the Combat Information Center aboard USS *Kinkaid* (DD 965) during recent Y2K validation testing in San Diego.

Using a Battle Group Systems Integration Test (BGSIT), the U.S. Pacific Fleet recently verified Y2K compliance in a battle group environment at sea.

As the battle group cruised the Pacific, each ship's clock was rolled forward to the year 2000 to ensure that systems across the group would continue to work together in the new year.

Of the 260 systems throughout the battle group that were tested, only two minor anomalies were found. These are being corrected.

"We feel confident that Pacific Fleet is ready for the Year 2000," said CAPT Tim Traverso, Pacific Fleet Y2K director. "I can be this confident because of all the testing we've done in the lab, on ships in port and now at sea in a battle group environment."

Sixteen ships from the U.S. Navy's Pacific Fleet, the U.S. Coast Guard and Canada participated in the exercise. It was the first battle group exercise designed to validate systems for Y2K.

Y2K is a top priority for the Pacific Fleet and is considered an important readiness issue. This validation exercise was a multi-level, battle group approach designed to ensure that multi-ship groups can work together as a team without interference from Y2K-related problems.

During the past three years, the Navy has inventoried Y2K-vulnerable systems and installed fixes to correct known Y2K problems.

This underway validation was the final step in the Y2K validation process for this group of ships. Future Pacific Fleet BGSITs will include the USS *John C. Stennis* (CVN 74) and the USS *Kitty Hawk* (CV 63) Battle Groups, as well as other forward-deployed naval forces. The Atlantic Fleet will look to conduct underway validation of the USS *John F. Kennedy* (CV 67) Battle Group this summer and the USS *Dwight D. Eisenhower* (CVN 69) Battle Group in the fall.

This was the first time an entire battle group participated in a Y2K validation.

Story by JO2 Sean A. Hughes, who is assigned to the public affairs office Commander in Chief, Pacific Fleet.

## USS *Thorn* Leads Multinational FlyEx '99

Making enough deck landings to challenge an aircraft carrier, helicopters from eight NATO warships, including USS *Thorn* (DD 988), recently conducted FlyEx '99 while on station in the Adriatic Sea. The exercise helped helicopter crews and shipboard operators refine their flight operation skills while working in a multinational environment.

*Thorn*, which was serving as flagship for Commander, Standing Naval Force Mediterranean (STANAVFORMED), orchestrated the five-hour flight exercise. STANAVFORMED ships and helicopters conducted a series of aerial events including deck landing qualifications, radar-vector approaches, personnel transfer, hoisting and vertical replenishment, recovery and assist landings and refueling operations.

"We conduct exercises such as this in order to attain a certain level of interoperability within the force," said *Thorn's* air detachment officer-in-charge, LCDR Scott G. Wolfe. "When you have ships and helicopters which are unfamiliar with each other's operating procedures, it's very important to standardize the way you do business."

As Operations Specialist 2nd Class Josh Hunter of Canon City, Colo., explained, once the language barrier between ships was overcome, the standardization process between multinational forces could begin.

"When we operate with U.S. ships, the procedures are standard," said Hunter. "Our challenge in working with helicopters from different countries is becoming familiar with their procedures."

By enhancing the effectiveness of helicopter and flight deck crews on all NATO vessels, FlyEx '99 has helped STANAVFORMED warships standardize helicopter-operating procedures and achieve increased force interoperability.

Story by LTJG Robert Bryans, USS *Thorn* (DD 988).

## NMC San Diego Uses New Device to Analyze Cancerous Lesions

Naval Medical Center San Diego has a new device to analyze cancerous lesions. Using a simple sugar compound that is absorbed by the lesion, a new device called a Positron Emission Tomography (PET) scanner can create images that show the sugar

**Tell us something we don't know.**

Send your comments to:

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or e-mail: [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil)

## Countdown to the Millennium



DAYS	HOURS	MINUTES	SECONDS
214	16	29	59

### Y2K and You

This month's column focuses on Y2K scam artists and fear mongers who hope to cash in on your uncertainties about Y2K. The answer comes from the CNO's Y2K Project Office.

#### Q: I read in a recent NAVADMIN about possible Y2K scams. Do you have any more details?

A: There are, indeed, scam artists out there trying to prove that P.T. Barnum was right when he said, "There's a sucker born every minute."

Back in February, information was received by the Naval Investigative Service from the National Fraud Information Center (NFIC) about a credit card scam related to the pending millennium and anticipated Year 2000 (Y2K) problems. In this scam a prospective victim gets a call from a solicitor who is offering "credit card insurance" or "Y2K-compliant magnetic strips" for credit cards. Usually the caller says he represents a bank or other credit card issuer, but he does not mention the name of the institution he represents. The caller states that to make the victim's credit card "Y2K compliant" and immune to potential millennium-related problems, a new magnetic strip will be mailed to the victim to affix to the card. However, the victim is requested to give the credit card number to the caller.

There are several clues in this scenario that indicate a scam. First, credible solicitors always identify themselves, as well as the company they represent. Secondly, when you use your card, it is swiped through a reading device that reads the magnetic strip for approval purposes. Therefore, if there were a Y2K "reading" problem, it would probably be in the machine it is swiped through, not the card. And finally, always be cautious if someone asks you for your credit card number. After all, if someone is calling about a problem with your card, shouldn't they know the number?

Another related Y2K scam is one in which "credit card insurance" is offered to protect cardholders from any Y2K-related problems. The Naval Criminal Investigative Service warns of two companies that have been associated with this particular

type of scam, "Credit Card Securities" and "National Credit Card Protection."

A good rule of thumb is that credit card, bank account, financial or personal information should never be given over the telephone to unsolicited callers. If you receive any such calls, BE SUSPICIOUS! Take actions to protect yourself as well as your shipmates by reporting the call to the Naval Criminal Investigative Service, a local law enforcement agency, or the National Fraud Information Center at (800) 876-7060.

There are also some bank scams of which you should be aware. The following experience was shared by a DOD worker: "I got a call from a man this weekend telling me he represented my bank and that they were having difficulty meeting requirements to be computer ready for Y2K. He said all bank customers would need to transfer their accounts to a bond account specially designed to protect our money until the bank could fully comply with Y2K requirements. He then asked me to confirm information about myself, specifically my account number, and that I needed to give verbal authorization to transfer funds to this special bond account. He said I would lose all of my money if I didn't transfer it. When I asked him which bank he represented, he hung up."

The bottom lines are: (1) If it sounds like it doesn't make sense, it probably doesn't, (2) If it sounds too good to be true, it probably is.

Don't let some scam artist prove P.T. Barnum was right!

**Do you have a Y2K question you would like us to answer?** Go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

**All Hands**, Naval Media Center  
(ATTN: Y2K and You),  
2713 Mitscher Rd., S.W.  
Washington, D.C. 20373-5819.

Or you can send us an e-mail at [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil). Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.

# Around the Fleet

accumulation in the cancerous lesion. Non-cancerous lesions do not show the accumulation.

The resultant PET scan can be used by the physician to determine treatment. PET scans more accurately show the extent of the cancer and thus provide more information about whether surgery, radiation treatment or some other

form of care would have the greatest chance of success.

"At least eight surgeries, which would not have benefited the patient, have been avoided since installation of the PET scanner," said CDR Rodney Dunseath, Nuclear Medicine Division director. "By looking at the processing of the imaging agent in the chest and neck,

we're better able to determine if there is unsuspected cancer and then provide better direction for the patient's treatment."

*Story by Doug Sayers, Naval Medical Center San Diego public affairs office.*

## NMCB-24 Wins FY98 Perry Award

Naval Mobile Construction Battalion (NMCB) 24 is the recipient of the FY98 Perry Award for being the most outstanding naval mobile construction battalion in the Naval Reserve Component.

NMCB-24's selection is based on outstanding performance in achieving the highest mobilization readiness level within the 2nd Naval Construction Brigade and providing more than 5,000 days of quality support to various joint and Navy customers worldwide. In addition to quality and on-time accomplishment of project tasking, NMCB-24's innovative approach to training at all levels resulted in an exceptionally high overall skill level attainment.

NMCB-25 achieved a close second in the selection process,

exhibiting outstanding performance in completing an arduous military training program, while simultaneously completing more than 3,000 days of contributory support.

*Story by Naval Facilities Civil Engineering Command, Washington, D.C.*

## Stennis Named Fleet's Safest Carrier

USS John C. Stennis (CVN 74) was recently announced as the 1998 ADM Flatley Memorial Award winner for being the Navy's safest aircraft carrier. The award recognizes naval vessels that surpass all competitors in ship-board safety. The basis for selection is operational readiness and safety.

"This is my fourth carrier, and no carrier has put more emphasis on safety than this ship," said Chief Aviation Boatswain's Mate (Launching-Recovery Equipment) Mike Petty of Pocatello, Idaho. "The maiden deployment was the first mishap-free cruise I've ever been on. From our pre-commissioning phase in Norfolk to the

## On assignment

"My first experience on board an aircraft carrier was definitely a memorable one," said J02 Brigitte Barnes. "But the best part was just getting to the ship.

Assigned to cover JTFEX 99-1, Barnes drove down to Norfolk and boarded the carrier on board delivery (COD) plane.

"I was psyched for the trap. Everyone had told me about it. But, the plane developed mechanical problems halfway to the carrier, and we returned to Norfolk.

"The next day, we were loaded onto a CH-53 *Sea Stallion*. The back of the helicopter was open, so it was very cold. After an hour and a half flight, we circled the carrier for another hour and a half, unable to land. We then had to head back to Cherry Point, N.C., to refuel.

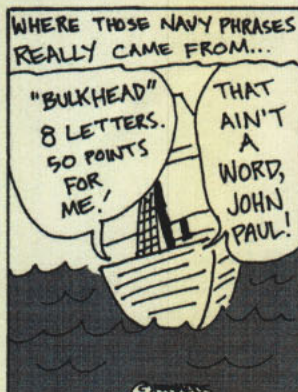
"I guess the third time is a charm because we finally set down on the flight deck and I spent three great days on board receiving the education of a lifetime."

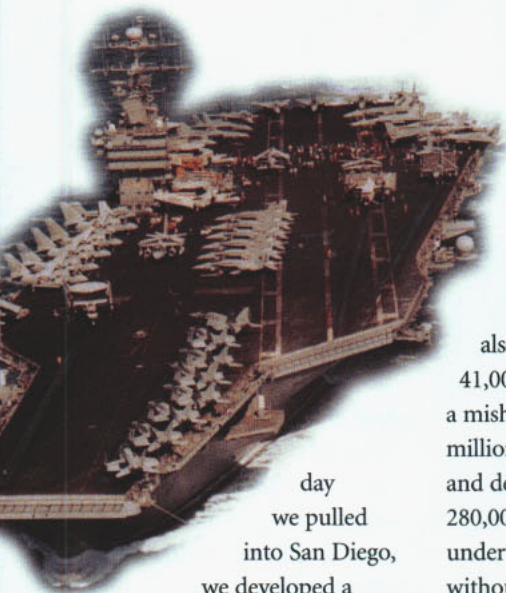


Photo by J02 Joseph Gunder III

## Ricky's Tour

By J03 Mike C. Jones





day  
we pulled  
into San Diego,  
we developed a  
good training foundation on  
safety, and I'm certain it will  
stay that way for years to  
come."

While underway in 1998, the  
ship logged nearly 17,000 flight  
hours, more than 11,000 fixed-  
wing landings and more than  
4,000 helicopter landings with  
no flight violations. The ship

also conducted more than  
41,000 aircraft moves without  
a mishap, received nearly 13.5  
million gallons of JP-5 jet fuel  
and delivered more than  
280,000 gallons during 14  
underway replenishments  
without a spill. Safe anchor  
operations were conducted 29  
times, and injuries requiring  
medical attention were reduced  
by 20 percent from 1997.

*Story by JO3 Jason B. Heavner,  
assigned to the public affairs  
office, USS John C. Stennis  
(CVN 74.)*

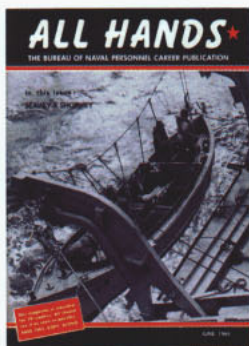
## TIME CAPSULE

Thirty-five years ago, the  
June 1964 issue of *All Hands*  
focused on Navy boats. Some  
features in the issue were:

**Jacks-of-all-jobs:** The Story of  
Navy Boats. "No matter how  
large and how modern our ships  
may become, boats will always  
be a necessity in the Navy."

**Amphib Anniversary:** "When  
the Navy's amphibious forces counted the 22 candles on  
their birthday cake earlier this year, they began taking  
stock of their past and present accomplishments and  
their future possibilities. The findings were impressive."

**MSBs Stay Up Front and Lead the Way:** "MSBs are  
minesweeping boats. They were specifically designed for  
minesweeping duties but are not designated as  
minesweeping vessels nor classified as combatant ships.  
They're designated as service craft, and assigned to the  
Atlantic and Pacific Fleet Mine Forces.



By Master Chief Petty Officer of the  
Navy MMCM(SS/SW/AW) Jim Herdt

# Speaking with Sailors

Photo by JO1 Robert Benson



The following questions are from an all hands  
call at the Defense Information School, Ft.  
Meade, Md.

### Q: Will single and married Sailors ever be paid the same Basic Allowance for Housing rates?

A: The pay-equity issue has been around for as long as I've been  
in the Navy. I can't forecast what will happen, but I do know  
that it's beginning to make its way onto many people's scopes,  
especially those on the Revolution in Business Affairs working  
group. I'm not sure I'll see it come to fruition during my tenure  
as MCPON, but it's something that will merit watching.

### Q: Will Sailors who do not have a warfare qualification be hurt in the advancement process?

A: For Sailors who have not had the opportunity to earn a  
warfare device, the mandatory warfare qualification does not  
apply. For those Sailors who have had the opportunity to qualify  
since the mandatory requirement went into effect in September  
1999, it will. Sailors serving on a Type 2 or Type 4 platform who  
are not warfare qualified have 18 months to complete the  
program. Sailors who are already qualified must requalify within  
12 months of checking onboard a Type 2 or Type 4 command.

### Q: Why are we letting more recruits without a high school diploma into the Navy?

A: Enlisting approximately 10 percent of recruits without a high  
school diploma, instead of 5 percent, is just a return to our  
standards before the drawdown. As we entered the 1990s, we  
were able to raise entrance standards because of the lower  
recruitment numbers allowed by the drawdown. I want to stress  
to all of you that we are still recruiting quality Sailors. Though  
some of these Sailors do not have a diploma, they have demon-  
strated that they are proven performers through previous work  
experience and above average test scores. They may have left  
high school due to financial need or were home-schooled. Do  
not forget that the Sailors who won *Desert Shield/Storm* were  
recruited at the 10 percent ratio.

*Speaking with Sailors* is a monthly column initiated by the  
Master Chief Petty Officer of the Navy as a way of reaching  
out to the men and women of the fleet, whether they are sta-  
tioned just down the road or halfway around the world.

# Around the Fleet



Mrs. Mary Elizabeth "Tipper" Gore and Under Secretary of the Navy Jerry Hultin talk with USS *Greeneville* (SSN 772) Sailors in the crews' mess. Mrs. Gore is the sponsor for *Greeneville* and had the opportunity to embark the submarine. While aboard the sub she met with the crew, rode the bridge, assumed duties as the planesman, observed general quarters and experienced a demonstration of "angles and dangles."

## TRICARE Information For Transferring Sailors

**A**ctive-duty Sailors and their family members making PCS moves may now obtain information on available medical care at their new permanent duty station.

Simply log onto the World Wide Web under TRICARE at [www.TRICARE.osd.mil](http://www.TRICARE.osd.mil) or via the DOD and Navy's new LIFELINES site at [www.lifelines4qol.org](http://www.lifelines4qol.org).

Military personnel and their family members can get

information about health care services at their new duty station, browse provider (doctor) directories, review commonly asked questions, send e-mail and download forms. Call your TRICARE office at the toll free numbers below:

### •Region 1:

(PA, CT, DE, MA, MD, ME, NH, NJ, NY, VT, RI, Northern VA and Wash. DC) 1-888-999-5195

### •Region 2:

(Southern VA, NC) 1-800-931-9501

### •Region 3 and 4:

(SC, GA, FL, AL, MS, TN, LA) 1-800-444-5445

### •Region 5:

(MI, WI, IL, IN, OH, KY, WV) 1-800-941-4501

### •Region 6:

(OK, AR, LA, TX) 1-800-406-2832

### •Region 7 and 8:

(NM, AZ, NV, Southwest TX, CO, UT, WY, MT, Southern ID, ND, SD, NE, KS, MN, IA, MO) 1-800-406-2832

### •Region 9 and 10:

(CA) 1-800-242-6788

### •Region 11:

(WA, OR, Northern ID) 1-800-404-0110

### •Region 12:

(HI) 1-800-242-6788

### •Overseas: 1-888-777-8343

Story by TRICARE public affairs.

## SHIPMATES



### Aviation Electronics Technician 2nd Class (AW/SW)

#### Henry O. Amadasu

was selected as USS *Enterprise* (CVN 65) 1998 Junior Sailor of the Year. His duties include 3M work center supervisor, electrical safety and tool issue manager, safety petty officer, hazardous materials petty officer, physical readiness coordinator and instructor in both air and surface warfare programs.



### Aviation Storekeeper 1st Class (AW) Samuel C. Dowell

was named as Naval Forces Japan's 1998 Sailor of the Year by RADM Donald A. Weiss, Commander, Naval Forces Japan. Dowell, a native of Bentonville, Ark., represented Naval Air Facility Misawa.



### Electronic Technician First Class (SW/AW) Christina Hines

was recently selected as 1998 Sailor of the Year aboard USS *Wasp* (LHD 1). Hines, the communications work center supervisor, maintains all of *Wasp's* external communications.



### Radioman First Class (AW) Chiquita Golden-Talbot

was selected as 1998 Sailor of the Year for U.S. Special Operations Command, Tampa, Fla. As a lead system administrator, she is responsible for more than \$100 million worth of command, communication and computer systems and provides intelligence network support to more than 3,200 special operations personnel at more than 30 worldwide locations.

# Culinary Convenience



Above: MS2 Ronnie L. Whittington, a native of Louisville, Ky., assigned to Fleet Combat Training Center, Dam Neck, Va., and MS2 Marino T. Terrell of USS *Ramage* (DDG 61) from Alexandria, La., prepare a batch of pinwheels.



**I**t's a fact. Sailors are always ready to learn. Whether it's on-the-job training, "C" schools or off-duty education, Sailors can never seem to get enough of what it takes to improve their job skills, leadership potential or good old-fashioned know-how. Trouble is, getting the necessary training to sustain that level of readiness can be difficult. So, the Navy is doing something about it.

Through a program initiated by the Chief of Naval Education and Training, schools that were once deemed too costly in terms of dollars or TAD time are being brought to high fleet concentration areas.

The Homeport Training concept is one answer to the fleet's requirements for training. The idea is to provide courses through commercial vendors in areas that are accessible to a great number of Sailors. According to Fred Barranger, director, Local Training Authority Hampton Roads, mess management specialists in

Norfolk are involved in the pilot program that may eventually be expanded to other areas.

"The Culinary Arts course at Tidewater Community College is an example of the non-traditional education that we are trying to provide," explained Barranger. "General mess operations, private mess operation, and public quarters flag mess were all courses that were single-sited in San Diego. For an East Coast Sailor to attend the course, commands would lose the Sailor for a long period of time and have to spend a lot of TAD dollars. CNET is trying to be responsive to that by taking these courses, particularly courses that lend themselves to commercial applications, and go to commercial outlets to teach the courses and get them out to the fleet concentration areas."

Barranger added that other potential sites are being researched to expand the program. In addition to the obvious benefits of learning,

Sailors can also earn Navy Enlisted Classifications and college credits from these courses. Barranger said the response has been overwhelming.

"They're asking for more training – courses for the general mess that they can take back to their command to improve the quality of the product they're able to provide."

"What we do here affects the troops," said Mess Management Specialist 2nd Class Amy M. Parker of Fleet Combat Training Center, Dam Neck, Va. "If we bring back one thing we learn here to the command, it makes a big difference. People eat with their eyes so things like garnishing can really make a difference. Having the class here is excellent. I don't have to worry about having someone take care of my house. I can just come up here for class every day."

*Schafer is a Norfolk-based photo-journalist for All Hands.*



# ON TOP OF A

A member of LCAC-76's crew checks for FOD before allowing this massive hovercraft to takeoff. LCACs are capable of floating more than 60 tons of payload on a blanket of air created by their powerful gas turbine engines.

# Takeoff

**E**ver wonder what it would be like to ride a man-made tornado for over 200 miles at speeds in excess of 40 knots? Then beaching that tornado and offloading more than 60 tons of people and equipment?

To find out, just ask any member of the Landing Craft Air Cushion (LCAC) Assault Craft Unit (ACU) 5 of Camp Pendleton, Calif. At ACU-5 Sailors have the opportunity to operate or maintain one of more than 90 of these floating jets and they love it.

"I've been here a little more than two years and it's the best job I've ever had," said Fireman Lane Mounlasy, who is stationed with ACU-5 on board LCAC 75. "You can ask anybody here and they'll say the same. Once you get to ACU-5, you don't want to leave. The duty is great."

LCACs and their crews have become an integral part of the Navy and Marine Corps amphibious landing force. Since 1987, when the \$6 million dollar assault craft were officially adopted into the naval arsenal, the advantages of the LCAC have been realized time and again.

An amphibious task force can use LCACs to make beach attacks from nearly 500 miles away. Once in the water, LCACs will race to the drop zone where they can deploy troops and materials on dry, trafficable beaches, thus reducing the build up of troops and equipment within the surf zone. Additionally, an LCAC is not restricted by tides, beach gradients or surf conditions, giving the craft access to 75 percent of the world's beaches.

These craft were designed to transport Marine forces from

ship to shore quickly and safely. Personnel are not exposed on the deck of an LCAC during operations. They stay in a "personnel transport module." This sardine can-looking box is quickly set

up and holds about 180 troops for transport without anybody's hair getting wind blown.

Other distinct features of the LCAC's multi-tasking capabilities are the addition of mine countermeasures, which make the craft a capable mine seeker, and a cold weather kit, which allows LCACS to operate in arctic conditions.

But it takes more than a few people to handle this great beast on air. There is a craftmaster, usually a chief petty officer or above; a navigator; and an

engineer who occupy the LCAC's cockpit. These three Sailors form the heart of the LCAC, and ensure safe delivery of combat forces ashore.

There are also 11 more Sailors working to keep everything running smoothly. They perform a variety of tasks including maintenance and cargo control. A key figure in this group is the loadmaster, who acts as port lookout during every flight. The loadmaster is also responsible for all of the gear and equipment on deck.

Petty Officer 2nd Class Pat Padilla, the loadmaster on board LCAC 24 said, "The winds coming out of this thing get up to 250 miles per hour so I have to make sure everything is secure."

Padilla is also responsible for the amount of weight and proper placement of the equipment on the craft.

"We can hold up to 60 tons of cargo on deck which ends up making us weigh around 200 tons total, and that's a lot of



(Left to right) GSM3 James Kearns, GSMFN Kinta Elliot and BM2 Terry Smith are all part of the LCAC-76 team.

# tornado

The ocean seemed to catch fire as the waves hit the open well deck of USS *Bonhomme Richard* (LHD 6) the morning of the mock invasion during Exercise *Urban Warrior '99*.



weight to float," Padilla said.

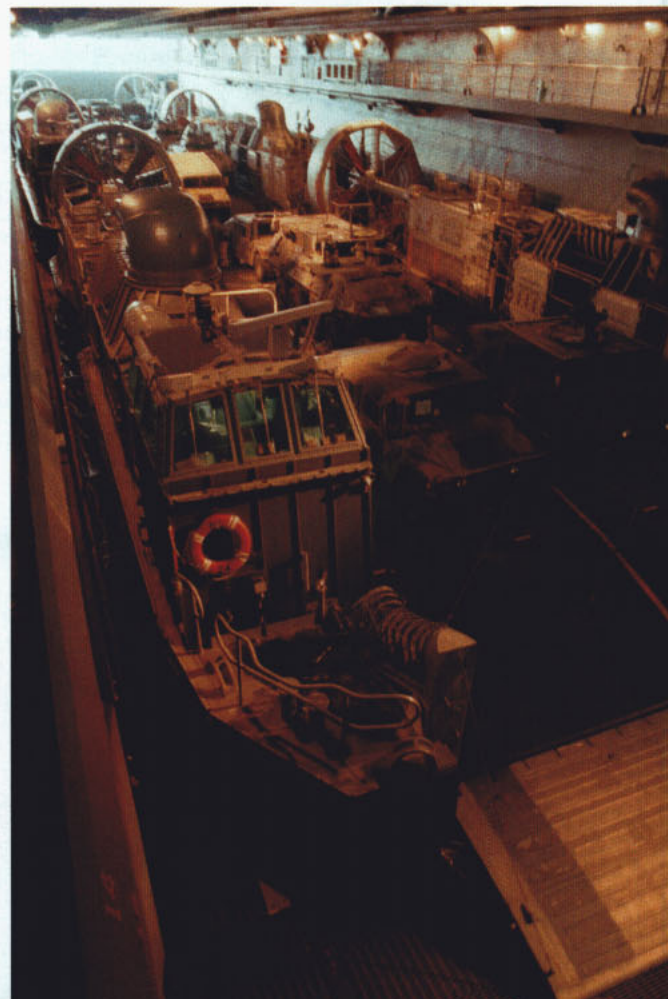
Padilla has been loading and unloading equipment for years and has become an expert. Equipment control on the craft is very important to the LCAC's ability to land safely on a beachfront.

Of course, a proper and effective landing would not be possible without the efforts of the crew from Beach Master Unit (BMU) 1 based at Naval Amphibious Base, Coronado. Riding with the first assault wave of a landing, four to 21 Sailors make up a cushion landing zone (CLZ) team setting up the beach and guiding all troops and equipment to the combat front. Doing this also requires that the CLZ team removes debris and flattens the beach to allow for an easier transit.

"We're always on call from the time we get to the beach," said Chief Petty Officer Everett Hopper, with BMU-1. "It's like a family who knows what has to be done and gets it done."

Just as important as the LCAC crew and beach masters are the Sailors who work on the amphibious ships where the LCACs are berthed in transit to operational areas overseas. Petty Officer 1st Class Dwight Johnson, stationed on

The well deck on USS *Bonhomme Richard* was filled to the brim with LCACs holding hundreds of tons of armored vehicles, hum-vees and cargo to be transported to land during Exercise *Urban Warrior '99*.



BM3 Flav Medeiros spent many hours assisting the LCACs in their landings and takeoffs from Alameda Naval Base, San Francisco, during Exercise *Urban Warrior '99*.



**“We’re always on call from the time we get to the beach,” said Chief Petty Officer Everett Hopper, with BMU-I. “It’s like a family who knows what has to be done and gets it done.”**



Like a bird cleaning the teeth of a giant alligator, these men take great care in cleaning their mighty machine at the end of another long day.

board USS *Bonhomme Richard* (LHD 6), is involved with signaling the LCACs during onload and offload of the craft. He has only done this unassisted a few times, but when asked how he liked it, he said, “It feels like I’ve been doing it for years. It’s a great job that gets my adrenaline flowing.”

While any one job dealing with LCACs is exciting, the coordination of an LCAC landing requires teamwork between all units involved. Every member of the ship’s force, the LCAC crew, the beach master unit and the Marines who use the LCAC as transportation have to work together to guarantee operational success. A big part of ensuring that this happens is practice.

During various exercises throughout the year, like the recent *Urban Warrior* exercise conducted off the coast of California, LCAC Sailors come together and use their skills in a mock combat scenario. This is a fast-paced time when everyone is put to the test and challenges seem endless. But when all is said and done these exercises provide valuable lessons and promote a feeling of accomplishment.

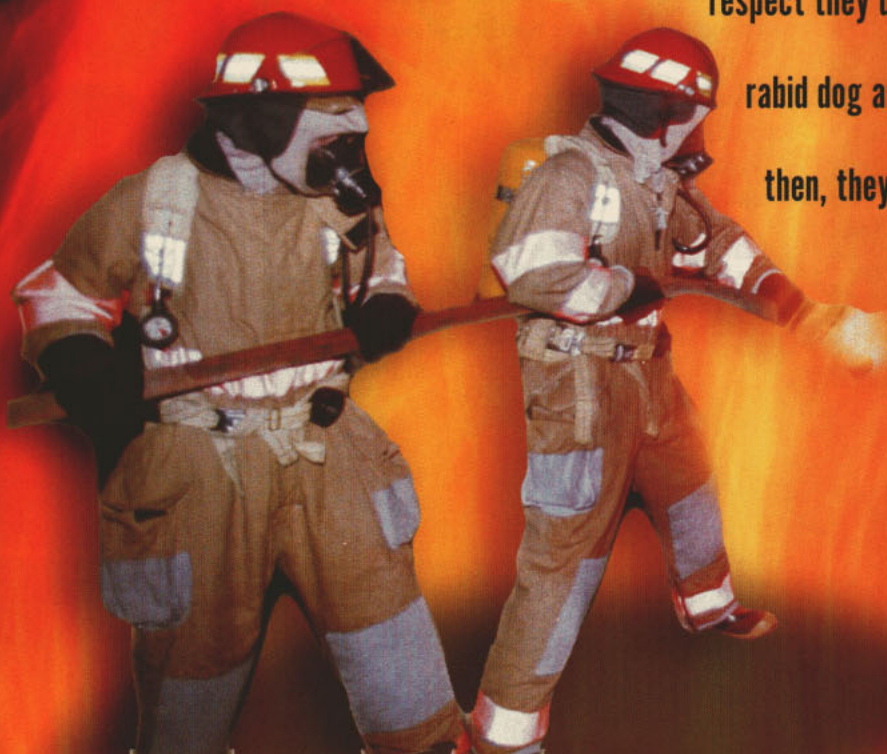
Working with an LCAC unit may be one of the most rewarding jobs in the Navy. With such a strong feeling of family, it’s the kind of job that people don’t want to leave.

And who could blame them? Mastering a tornado can be a whole lot of fun.

*Ansarov is a photojournalist assigned to the Public Affairs Center, San Diego.*

# Casu

**T**he fire seems to roar like a wounded animal as it climbs the compartment's bulkheads trying to escape. The three-man hose team moves cautiously yet diligently into the heat. Moving in unison, as if part of a choreographed dance, they give the flames the respect they deserve. To them, fire is as unpredictable as a rabid dog and they don't want to get bitten today. But then, they don't get bitten too often, if ever. These Damage Controlmen, or DCs, know their job, and they are ready.

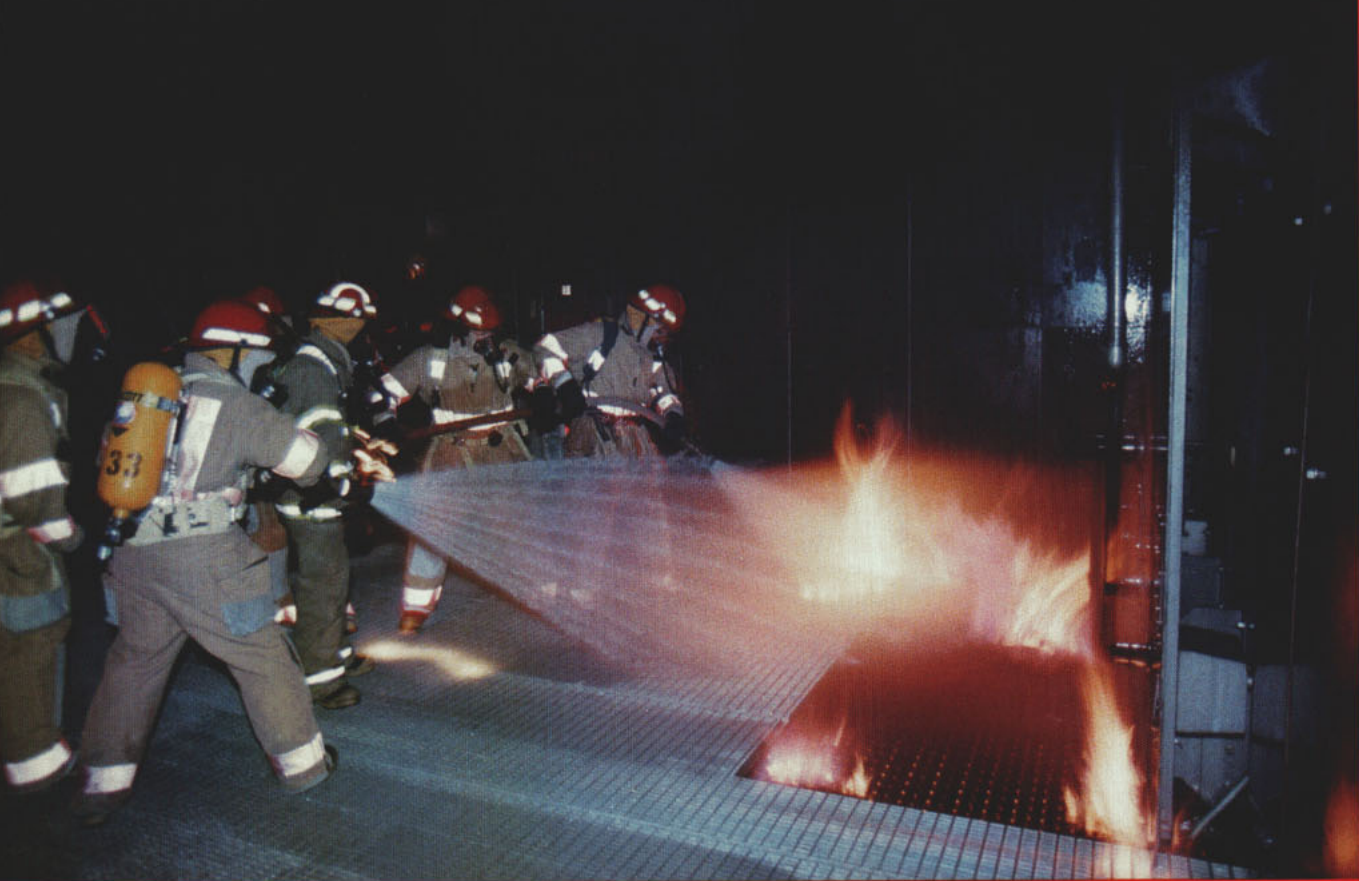


Story by JO2 Brigitte Barnes  
Photos by PH1 James Hampshire



# ality

# control



Hose teams join together to combat the fire in the fire trainer.

DCs, among other things, fight fires and train Sailors in chemical, biological and radiological warfare (CBR). They have to make sure they know their jobs – well. The entire crew depends on them. And there is little room for error.

“When you’re on a ship and you’re 1,000 miles away from the coast, you have to react fast and make split-second decisions,” said DCCS(SW) Lawrence DeBeau, Damage Control “A” school leading chief petty officer. “Not only do you have your own life at risk, but you have everyone else on the ship.”

To make sure the Navy has well-trained and well-prepared Sailors to fill the rating, all Sailors aspiring to the specialty must attend DC “A” school, at Naval Training Command, Great Lakes, Ill.

Students attend an intensive eight-week course, covering everything from shoring to decontamination training to firefighting.

The school opened in 1988 at Treasure Island, San Francisco, but has since moved to Great Lakes.

Firefighting is stressed at the school, which has the facilities to simulate a multiple-deck compartment fire using large, 24,000-gallon propane tanks.

Sailors are taught to use the “Scott Air Pack,” a self-contained breathing apparatus similar to what civilian firefighters wear, rather than the traditional OBA, or oxygen breathing apparatus. The pack, which Sailors strap to their backs, is based on supply and demand. It doesn’t feed air to the user unless a breath is taken. It also can be refilled quickly. A 45-minute bottle

can be filled in less than a minute. Once an OBA canister is depleted, it’s useless.

“OBAs are ancient compared to the Scott Air Packs,” said DeBeau.

The new air packs are expensive, but they are cost effective in the long run. Each air pack costs approximately \$2,000, but they can be re-used over and over again. Although each OBA canister costs about \$100, it can only be used once and then is discarded. Additionally, empty canisters are considered Hazardous Material, which causes a whole different set of problems.

According to DeBeau, in the years since the 1967 disaster on USS *Forrestal* (CV 59), naval firefighting science has come a long way. Many improvements have been incorporated into the daily life at the DC school.



Students move to patch a hole in the overhead before it is too late.



Students attempt to patch a hole in the wet trainer.

"The equipment worn today provides the wearer more protection," said DeBeau. "The fire fighting ensemble (FFE) now has water packs for cooling the body and flash hoods.

"Firefighting science changes on a daily basis," continued DeBeau. "New techniques are being tried all the time. For example, aqueous film forming foam (AFFF) is now being used to fight bravo class (oil and liquid) fires. We've gone to a five-pound AFFF portable bottle. Flight decks now have a HALON 1211-type bottle. We've gone to water-mist systems in the compartments. We've gone to a single hose attack so there won't be so much water in a compartment. Those are some of the things we are working with now."

The instructors know how important it is to train with new technologies. "I've been through two main space fires back in 1985 and 1986," said DC1(SW) Brian Guthrie, leading petty officer and student military advisor. "We didn't have all this protective clothing. Firefighting techniques and equipment have come a long way since then."

The school's 60,000-gallon water tank is used for firefighting training as well as for instruction in the other type of casualty that makes every sea-going Sailor nervous – flooding.

"Wet training" in the art of how to shore up holes in piping and bulkheads is a huge part of training at the DC school. Students are instructed in shoring and patching while icy-cold water fills the

trainer, sometimes reaching heights as much as four feet.

"Before I joined the Navy, I always wanted to be a fireman," said DCFR Mumtaz Ashraf from Stockton, Calif. "I think this school has helped prepare me to go out to the fleet and handle any kind of situation."

"It's not like other schools where you have to sit and be quiet all day," said DCFR Eric Allbritten from Tucson, Ariz.

Being a firefighter on ship is much different than being a civilian firefighter. "You don't have wide-open spaces," said DeBeau. "You have to go through narrow compartments. You have to work around small, tight spaces. You also always have to worry about flooding. If you put too much water inside the skin of the ship, it will sink. Here, students learn to think on their feet. At sea you can't get extra equipment. You have to manage not only your time, but the equipment as well.

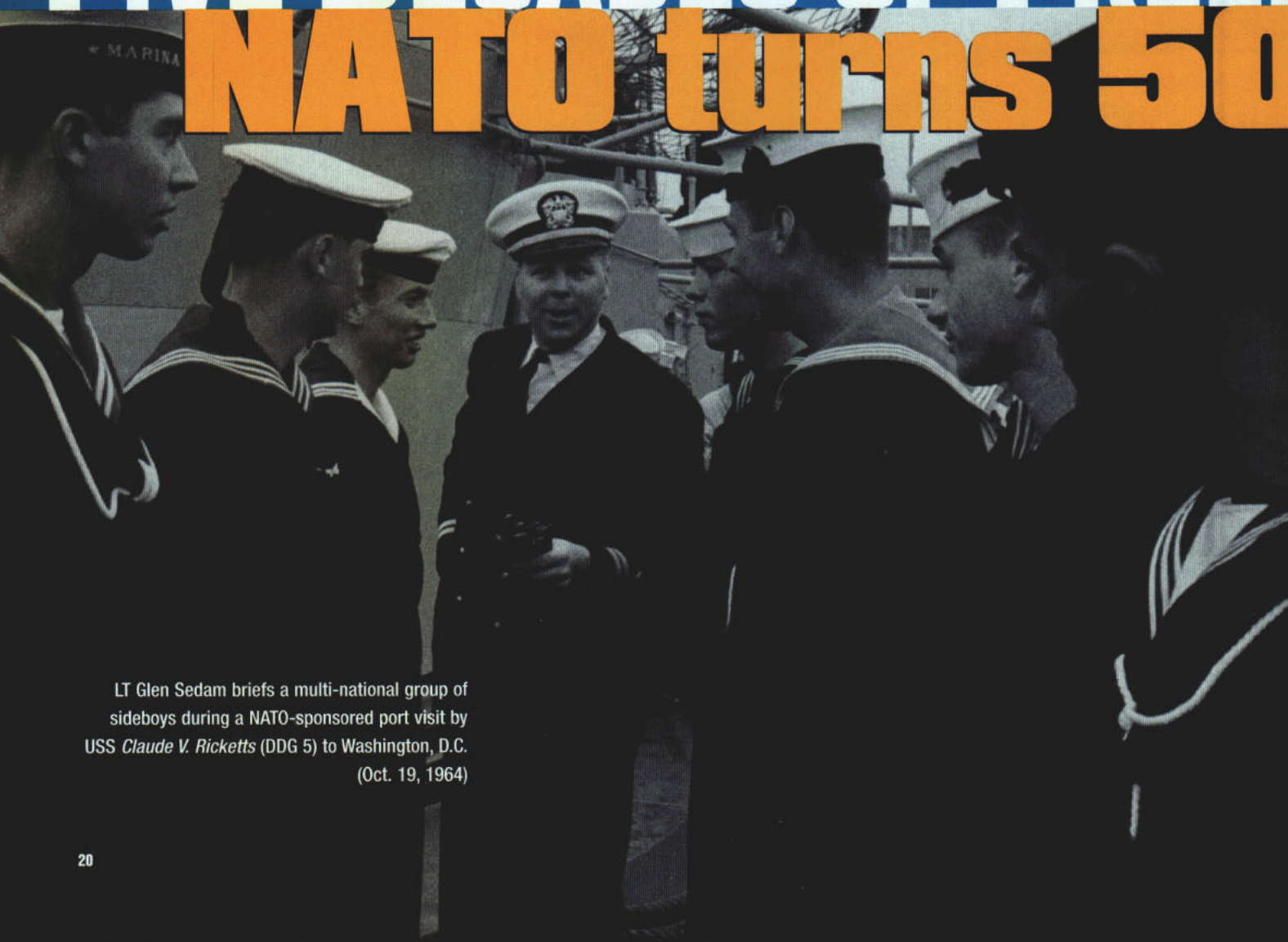
"As long as we have ships and they have controllers, fuel systems and engines, we are going to have casualties," said DeBeau. "And they could happen at any time of the day or night."

But, if it does, don't panic. DCs are on watch.


*Barnes is a journalist and Hampshire is a photojournalist for All Hands.*

In April, leaders from all over the world came together in Washington, D.C. to celebrate the signing of the North Atlantic Treaty and the establishment of NATO. It was a meeting made all the more poignant by NATO's effort to halt Serb aggression in Kosovo during Operation *Allied Force*. NATO's 50th Anniversary Summit commemorated the organization's extraordinary success in safeguarding the freedom and security of its members during the last half of this century and charted the way for a larger, more flexible Euro-Atlantic alliance in the next.

# FIVE DECADES OF FREEDOM NATO turns 50



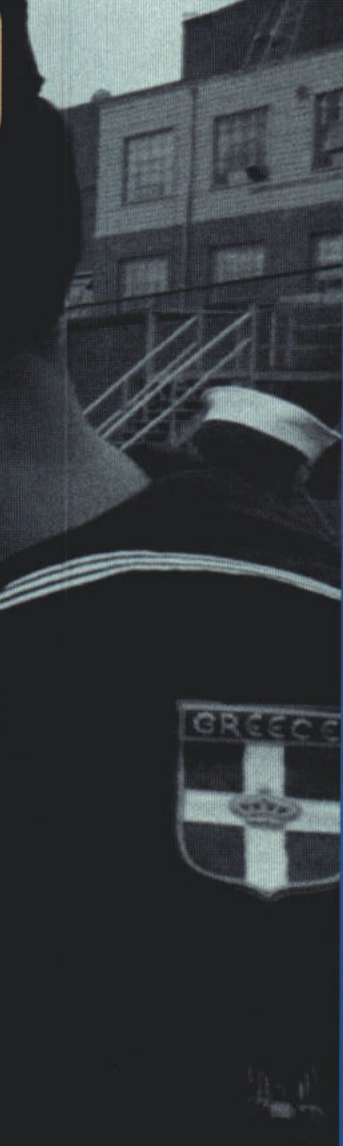
LT Glen Sedam briefs a multi-national group of sideboys during a NATO-sponsored port visit by USS *Claude V. Ricketts* (DDG 5) to Washington, D.C. (Oct. 19, 1964)



DOM

The Parties agree that an armed attack against one or more of them in Europe or North America shall be considered an attack against them all...

— Article V of the North Atlantic Treaty, April 4, 1949



In the years immediately following the end of World War II, the Allied leaders in Europe and North America sought to reduce defense spending, demobilize battle-weary troops and rebuild the devastated European economy. But events in Russia wouldn't let them. The expansionist Soviet Union had no intention of withdrawing its troops and hardware from Central and Eastern Europe and was beginning to take a firm grasp of countries in the region. Democratic states in the West, meanwhile, perceived the communist presence as an ideological, political and military threat to their security.

Between 1945 and 1947, a series of dramatic political events including the blockade of East Berlin, a Soviet-led coup in Czechoslovakia and escalating tensions throughout Europe, culminated in the creation of the North Atlantic Treaty Organization (NATO) in 1949. The North Atlantic Treaty provided for a Euro-Atlantic security alliance of democratic states from Western Europe and North America. At the time, the most important provision in the treaty was Article 5, which stated that "an armed attack against one or more [NATO members] ... shall be considered an attack against them all."

Story by JO1 Jason Thompson and JO1 Luis M. Luque

While collective security is still the strategic cornerstone of the alliance, the realities of today's changing world have forced NATO to adapt. Since the end of the Cold War, alliance strategy has evolved to place greater emphasis on conflict prevention. In doing so, its central purpose remains the same as it ever was – to keep and promote peace and stability in the Euro-Atlantic region.

Today 27 nations, including Russia and other former Soviet republics have joined with NATO in the Partnership for Peace

post-Cold War Euro-Atlantic region. The alliance has proven it has the flexibility to manage the multi-directional risks of the current environment, and the future will see it continue to develop this flexibility and work more closely with other international organizations such as the United Nations, the Western European Union and the Organization for Security and Cooperation in Europe. Equally important, the alliance will also enhance its relationship with Russia, the Ukraine and its new partners in Central and Eastern Europe, as well as in the Mediterranean.

NATO's future success rests on its proven ability to adapt. Traditional missions will be complemented by new initiatives to counter emerging threats. Although its focus is not on the past, the alliance is proud of its 50-year history of success. When freedom and democracy were at stake, NATO provided the framework for effective defensive structures. With its focus now clearly on



Ships from NATO's Standing Naval Force Mediterranean (STANNAVFORMED) line the pier during the organization's stand-up ceremony April 19, 1992.

program, which provides an avenue for limited joint military exercises, peacekeeping missions and information exchange. Today, a NATO-led multinational force that includes many of these partners is deployed to keep the peace during the political reconstruction of Bosnia-Herzegovina. And on March 12, 1999, the Czech Republic, Hungary and Poland joined NATO, bringing the total to 19 members.

NATO's extraordinary evolution has been possible because of its ability to adapt to the changing political landscape of the



Signalmen from four NATO member nations (from left to right: United States, Canada, Great Britain, Germany) get ready to hoist a signal flag.

the future, the Alliance continues to be, as always, the guarantor of peace and stability for the Euro-Atlantic community.

*Thompson is a photojournalist assigned to All Hands. Luque is the NATO Briefing Team Coordinator assigned to Supreme Command Atlantic.*



Belgium



Canada



Denmark



France



Great Britain



Italy



Iceland



Luxembourg

**ORIGINAL 12  
(1949)**



The Netherlands



Norway



Portugal



United States





Photo by PHAA James K. McNeil

Aviation ordnancemen load missiles and bombs onto an aircraft elevator in preparation for air strikes over Kosovo. USS *Theodore Roosevelt* (CVN 71) arrived in the Mediterranean on a regularly scheduled deployment and was ordered to the Adriatic Sea to specifically support the Operation *Allied Force*.



Photo by PH3 Renato Amaris

In the torpedo room aboard USS *Norfolk* (SSN 714) SN Daymond Jacobs (left), from Atlanta, and EM2 Jim Platt, from Vineland, N.J., await further orders during pre-load inspection of a *Tomahawk* cruise missile.

Photo by PH2 Richard Rosser



A *Tomahawk* cruise missile launches from USS *Philippine Sea's* (CG 58) forward missile deck in the early morning hours.

# Operation

# ALLIED FORCE

Photo by PH3 Donna McKissic



An F-14 *Tomcat* engages its afterburners prior to a night launch off the flight deck of USS *Theodore Roosevelt* (CVN 71).

Photo by PH3 Renato Amaris



Two Sailors aboard USS *Norfolk* (SSN 714) secure a *Tomahawk* missile capsule to the pivot tray in the boat's torpedo room following a successful launch.



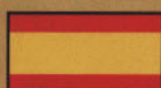
Greece



Turkey



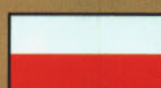
Republic of Germany



Spain



Hungary



Poland



Czech Republic

**GREECE, TURKEY  
(1952)**

**REPUBLIC OF GERMANY  
(1955)**

**SPAIN  
(1982)**

**HUNGARY, POLAND, CZECH REPUBLIC  
(1999)**

# NATO's 19

Seaman Recruit Martin D. Lawrence remembers the day very clearly. He had just begun boot camp training as the recruit chief petty officer of Division 109, when they came running by – senior recruits drenched in sweat, outfitted in helmets, gas masks and clearly showing the labors of a full night of non-stop exercises. “They’re coming back from Battle Stations,” he remembers someone saying under their breath. He didn’t know what it was, or what it meant. And now eight weeks later, he was about to find out.

“I remember PR day,” Lawrence reflects, as Division 109 draws its equipment for the night’s Battle Stations exercise. “I was sitting there and saw those guys going around the corner. All I remember is Chief screaming at us, ‘You’re not good enough to look at them, keep your eyes straight forward!’ It’s pretty cool because now I’m that person, and we’re that division.

“I’m looking forward to it,” the 21-year-old Lawrence added with enthusiasm. As other members of his division draw their gear, many openly share his enthusiasm. Others appear nervous. Though they’ve all heard rumors about Battle Stations since the day they entered boot camp, the actual events are a closely guarded secret. All they know for certain is that tonight will be a long night, one they must complete successfully if they are to graduate from recruit training.



# INTO

# THE

## 2100: General Quarters

"General quarters, general quarters. All hands man your battle stations!" rings out through the barracks. Members of Division 109 are still dressing out as Battle Stations' facilitators storm in. "Why aren't you ready?" shouts Aviation Boatswain's Mate (Equipment) 2nd Class Martin Crowley, walking between scurrying recruits. "You only have to move three feet from your rack!" Recruits toe the line and check each other's battle dress as Crowley holds the ever-present stopwatch. As he receives, "All present and accounted for" from Lawrence, his thumb goes down and the time is recorded.

"We went through the initial wake up portion in 6 minutes, 9 seconds," said Chief Photographer's Mate (AW/NAC) Bryan Logan, of Sterling, Mass. "Normally you'll see 8 or 9 minutes, so I was real pleased about that." As Division 109's Recruit Division Commander, he has a vested interest in tonight's proceedings, and will run with his division throughout the night.

Safety brief completed, seabags checked and road guards assigned, Alpha and Bravo teams of Integrated Division 109 muster in formation, ready to begin. As the 27 men and women begin to double-time toward their next event, the stopwatch begins ticking. Every inch of the 4.24 miles these men and women will cover tonight will be timed.

## 2200: Emergency Sortie

Ordered to get the Marlinespike Trainer underway without direction from instructors, the complicated line handling exercise quickly becomes frustrating. Compounding the difficulty, 109 is operating with half the Sailors who would normally perform the evolution. They keep their cool, and make it through.

"The Marlinespike was done with four minutes to spare, and with only half a crew," said Logan. "That shows their training and dedication, and their commitment to getting the job done."

# THE NIGHT

## Battle Stations Gets Tougher

Sweating recruits pass 50-pound ammo boxes to each other as the clock ticks. The line of 60 sand-filled boxes stretches from one set of 14 pallets, through a double set of hatches, and up to a quarterdeck. From there they are lifted over a waist-high wall, and passed to the other half, a mirror image of the first.

The last box is followed by the first 5-gallon bucket, twisting in recruits' hands as the water inside jerks the bucket unexpectedly. Filled to various amounts, 30 buckets are followed by an assortment of fire-fighting gear, smaller buckets and mooring lines.

"After that first minute and a half," said Lawrence, "we realized that we had to stop, and re-think what we were doing." The recruits initially struggled through an attempt to walk every item from pallet to pallet. But quick thinking paid off; the facilitators are impressed with the speed at which they recovered to come up with a plan that worked.

## 0000: Abandon Ship Drill

After plunging into the pool, and making it onboard two life rafts, the remainder of the evolution provides a measure of rest for the recruits.

"The big thing was to do it so everyone would be saved," said Lawrence, after they complete the pool evolution without a hitch.

## 0100: Magazine Flooding

Locked into two separate 16 foot square compartments, recruits feed containers for 3" rounds through an ammo scuttle as cold water rains down on them. As the water on the deck rises, facilitators watch to make sure they handle each container as if it contained a live round. As the last steel case is safely placed on its rack, the stopwatch clicks.

## 0130: Forrestal Escape Scuttle

Teamwork is building and the Sailors fly through this event as if they had been practicing for weeks. Covering the simulated hot metal with their fire-retardant seabags, crewmembers pass through one at a time, slowing only to simulate cooling the seabags with water from their canteens. Observers are impressed.

## 0200: Shaft Alley Rescue

As the company double-times to the confidence course, the facilitator suddenly detours to the quarter mile track surrounding the building. They run two laps before entering and being ordered into gas masks. Many masks quickly fog up. Lawrence is escorted through the confidence course by a facilitator, and told where his team will take its two 150-pound mannequins.

The event is one of pure misery. Already breathing hard from the



Teammates work together to drag a shipmate in the Stokes stretcher under obstacles during the Mass Casualty Scenario.



Thick smoke greet recruits as they enter a room during the Investigate and Rescue phase.



With sprinklers at full bore, recruits pass containers for 3-inch rounds through a bulkhead during the Magazine Flooding drill.



Recruits circle up in the pool during the Abandon Ship drill.

run and the gas masks, the recruits carry, drag and lift the mannequin through the course. Pitch black tunnels are followed by passages strung with rope, which snag Sailor and mannequin alike. They make good progress — until they hit the final obstacle.

After passing the mannequins up to the top of a 15-foot platform, they are faced with the problem of getting them down a 25 foot mooring line. After struggling for what seems an eternity, they use their belts to strap it to the line and slide it down to shipmates waiting below.

"The thing that I think showed the most teamwork and was the most challenging was the shaft ally rescue," said Logan. "They had some problems getting him up and down that last tending line. They struggled a little bit, but they overcame it.

### 0300: Mass Casualty

"I want the two biggest, strongest, and toughest recruits in this division to step out right now!" shouts Crowley. As they step forward Crowley orders "Follow me."

They walk around a corner and step onto the pea gravel spread out between the tall black walls of the mass casualty maze. As they round the corner he has them lie down. They are the casualties.

Around the corner the rest of the team gets the news. They are to find their shipmates and evacuate them. The team is motivated and ready to go.

Then the lights go out.

Speakers blast an explosion as a few dim, red lights come on, barely illuminating the entrance way. As simulated machine gun fire erupts, strobe lights flash in the darkness. The recruits must yell in each other's ears to communicate.



SR Martin D. Lawrence, of Twenty-nine Palms, Calif., explains the drill to fellow teammates during the Shaft Alley Rescue scenario.

The obstacles are fiendish. One of the toughest is known as "McClintock's cube." Named after the former facilitator who invented it, the recruits climb to the top with the stretcher, only to find out that they cannot fit the stretcher through the passageway. Exploring by sense of touch, they finally figure out the secret and make it through. Rounding a corner, they run head on into another team going through the same course in the opposite direction. After sorting themselves out, they negotiate low walls, tunnels, horse wire and dead ends. By the time they bring their shipmate through a series of downed power lines and to the finish they have lost all track of time. Yet they still beat the stopwatch.

## 0400: Repel Boarders

The recruits take their places in the marksmanship trainer. As the story of the Silver Star awardee Boatswain's Mate 1st Class James Williams is told to them over the speakers they mentally prepare to shoot. They know a low score will kill them, and too many kills will sink them. As they prepare to reach for the M-16 simulator they are suddenly ordered to don gas masks. Seconds later a facilitator yells "Freeze" and goes down the line checking. Any recruit found wearing the mask improperly is dead. Division 109 suffers casualties before a shot has been fired. Recruits shoulder rifles and the scenario continues. They pass.

## 0500: Investigate and Rescue

Wearing an OBA, the lead recruit prepares to enter a berthing area in search of a shipmate. But when the hatch is thrown open he jerks back as if he had walked into a brick wall. Dense white smoke pours out of the space. Visibility is zero. The recruit slowly shuffles in, and the two teams follow. The smoke, lack of sleep, and difficulty communicating are too much. The first try is a failure. Expecting this, the facilitators bring them out to talk about it, then send them back in.

"The second time around it was a lot better," said Lawrence. "We were faster, a lot more energetic. It was boom, boom, boom, boom, and we were out of there."

They still beat the stopwatch.

## 0600: Shipboard Fire Fighting

Long hours are taking a toll on the recruits. Sitting on benches is testing their ability to stay awake. Lawrence once again assumes the duties as RCPO and ensures his Sailors don't nod off. The call to don OBAs and man the hoses is almost a relief. But the lack of sleep is starting to show.



Lawrence fires the M-16 simulator during the Repel Boarders scenario.



Recruits handle line during the Emergency Sortie scenario.



Recruits of Division 109 attack a fire during the Shipboard Firefighting scenario.



Recruits await rescue in a life raft during the Abandon Ship drill.



Teammates quickly formulate a plan during the *Forrestal* Escape Scenario of Battle Stations. The object of the scenario is for all the recruits to pass through the scuttle without touching the wood surrounding them.

"We had some problems, and I don't understand it," said Lawrence. "We did it just two days ago. The plugman shut off the water to one of the hoses, and I don't understand why. We could have got killed. But in the end we got it charged back up and everything turned out all right."

The miscommunication is a vivid lesson, and the recruits seem to gain energy as they complete the final run of Battle Stations.

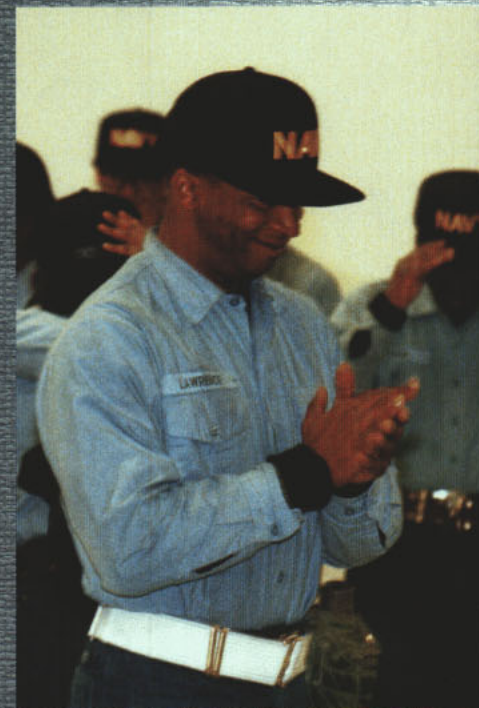
## 0800: Graduation

In a solemn ceremony, the Sailors who have completed Battle Stations remove their "Recruit" ball caps and replace them with the "Navy" one they will take to the fleet with them. It's an emotional moment.

"When Chief handed me my hat it felt awesome," said Lawrence. "He wouldn't let go of my hand until I looked up at him. He put so much pride into me and so much discipline, everything. Everything I'm going to be in the Navy I owe to that guy." Respect, in 109, goes both ways.

"I'm pleased with the whole evolution. They did real well," Logan said. "They had a good level of teamwork. They came up with a plan and they executed it."

*Hampshire is a photojournalist for All Hands.*



SR Martin D. Lawrence, RCPO of Division 109, finally relaxes as the Battle Stations graduation ceremony ends.

## Chatting Up a Storm

Third Fleet battle group commanders rely on Aerographer's Mate 1st Class Robert Lotito for timely, accurate weather forecasts. The Long Island, N.Y., native, stationed aboard USS *Coronado* (AGF 11), sometimes uses a decidedly unconventional approach to get it for them. He chats.

Everyday Lotito logs onto the Navy weather channel's "chat-room" and discusses weather trends with other 3rd Fleet aerographer's mates. Some people talk about weather, but this 13-year Navy veteran talks and talks and talks about the weather.

For Lotito, chatting on line provides him with valuable up-to-the-minute weather information from other ships and shore stations.

Using an Internet protocol called Internet Relay Chat (IRC) and commercial software, Lotito gets real-time weather reports from all over the world.

"Using IRC, I can chat with observers in San Diego and

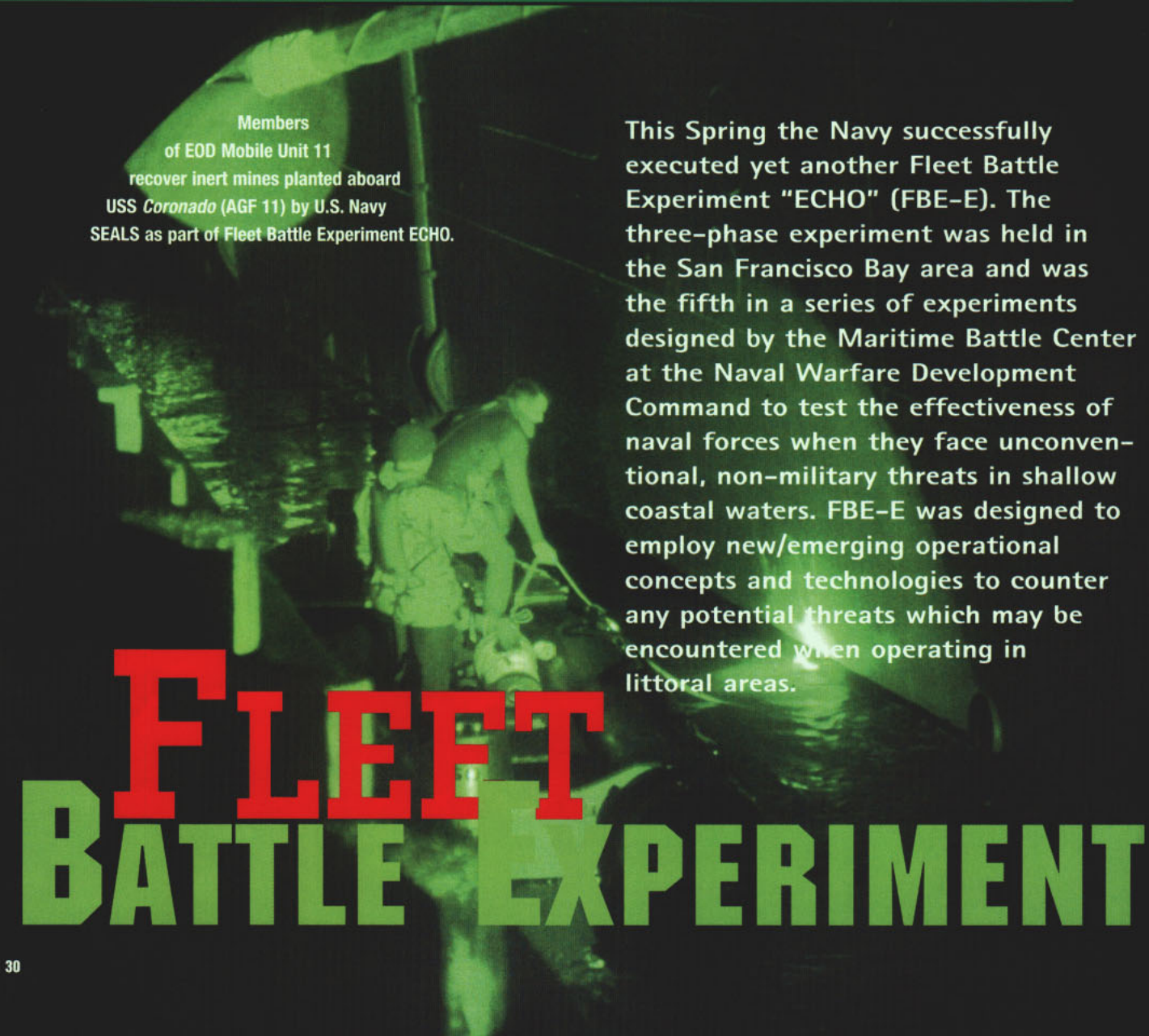
Pearl Harbor and receive almost instant weather updates, said Lotito. "Using a direct computer-to-computer connection, I can even send and receive digital images from locations all over the world."

Weather can seriously affect a ship's ability to fight. Having accurate weather data is essential.

"This morning USS *Bonhomme Richard* (LHD 6) was having trouble with flight operations," said Lotito. "I called over there on the chat channel, got the current winds and was able to figure out why they couldn't get their aircraft off the deck."

After all these years, Lotito still enjoys working as an AG. "I like the face time," said Lotito. "Every morning I brief the admiral, and I get to know everyone. Besides," he said, "I always know what the weather is going to do."

*Story by Kurt Wesseling, a Reservist assigned to Navy Information Bureau New England 101.*



Members  
of EOD Mobile Unit 11  
recover inert mines planted aboard  
USS *Coronado* (AGF 11) by U.S. Navy  
SEALS as part of Fleet Battle Experiment ECHO.

This Spring the Navy successfully executed yet another Fleet Battle Experiment "ECHO" (FBE-E). The three-phase experiment was held in the San Francisco Bay area and was the fifth in a series of experiments designed by the Maritime Battle Center at the Naval Warfare Development Command to test the effectiveness of naval forces when they face unconventional, non-military threats in shallow coastal waters. FBE-E was designed to employ new/emerging operational concepts and technologies to counter any potential threats which may be encountered when operating in littoral areas.

# FLEET BATTLE EXPERIMENT



RM3 Brian T. Allen III, from Chicago, verifies message traffic prior to transmission aboard USS *Coronado* (AGF 11) in support of Fleet Battle Experiment ECHO.

U.S. Navy photo

## Insider Training

It's not everyday you get the opportunity to oversee an entire war-fighting experiment. During FBE-E, Operation's Specialist 2nd Class Arnel R. Ebue worked with 3rd Fleet's Tactical Command Center aboard USS *Coronado* (AGF 11) as a coordinator and database manager.

His responsibilities as a manager within this element of the command required him to efficiently use his communication, listening, observation and distribution skills.

"Many of the things going on during the experiment are prototype ideas that can be used for future war-fighting skills," said Ebue. "This experiment examined some new tactical approaches and also looked at the maritime warfighting skills needed when presented with urban restrictions and challenges that the Navy has never really had to deal with before."

Being a part of the Tactical Command Center on board *Coronado* provided

Ebue with the opportunity to observe the coordination of all phases of the experiment.

"Third Fleet forces came together to do what they are trained to do in a unique setting" said Ebue. "It was interesting to see a command decision evolve from the 'big table,' otherwise known as the Operation Planning Board. From my vantage point, I was able to see the experiment unfold as opposed to only being involved with a single portion."

Ebue finds the experiment an important link in maintaining and improving the Navy's readiness.

"The strength and technological expertise showcased in this experiment are just a sampling of the things that make me proud to be a Sailor in the U.S. Navy."

*Story by SN Catherine Sage, a Reservist assigned to Navy Information Bureau New England 101.*

## Managing Medicine

Managing and distributing "casualty" information for both Navy and civilian emergency medical personnel aboard USS *Coronado* (AGF 11) is a challenging and rewarding assignment for Hospital Corpsman 3rd Class Shervic Crouch of Stockton, Calif.

During FBE-E, Crouch served as a "clearinghouse" for important medical information. She collected, managed and distributed information to medical personnel and provided them with advanced logistical computer software support.

"This is a totally new experience for me," said Crouch. "The software we use is 'incidence-based,' which means it is designed to track each incident, record where it happened and include all relevant details. I had to manage the data coordination for all casualties. This isn't a hands-on patient care scenario, but it's one that allows me to evaluate soft-

ware capabilities in conjunction with the newest medical technology."

Normally, Crouch manages resources involved with crisis support and tasks squadrons and other medical support entities.

"I've had the opportunity to task many different groups and organizations, but not people," said Crouch. "This office provides groups with technical and professional medical information." Using the latest computer software, Crouch's office is capable of tracking and coordinating several different medical events at the same time.

"If we can't assist, we find out what organization has the relevant information and coordinate the appropriate care."

*Story by James Devine, a Reservist assigned to Navy Information Bureau New England 101.*

# ECHO



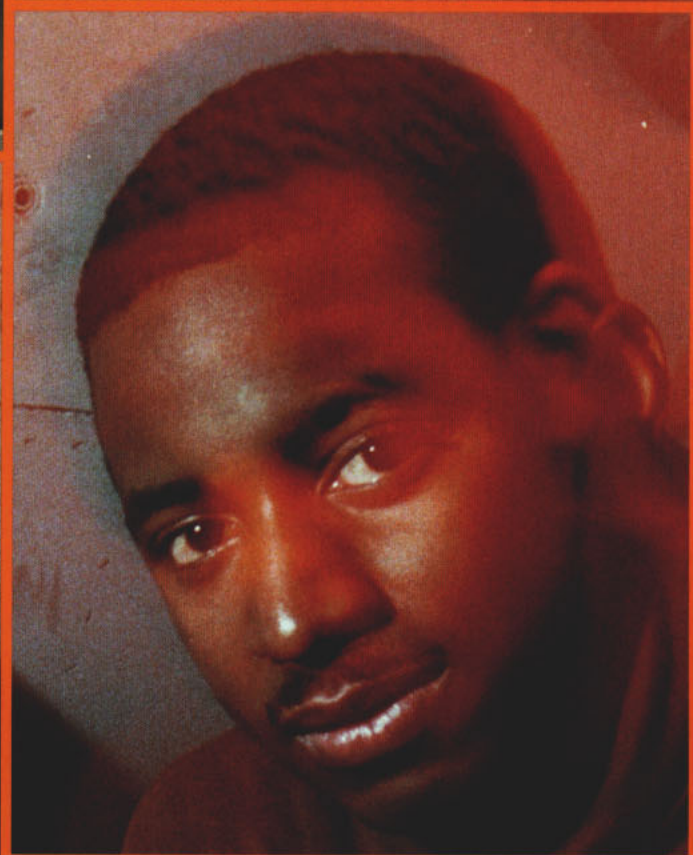
**PC**  
**ADAN TROUP**  
**MIAMI FL.**

# The \$35 Million Dollar Man

Story and photos by J02 Joseph Gunder III



Troupe pauses from cleaning the cockpit windows to communicate with another plane captain. They don't talk; they can't hear each other with cranials on. Instead, they use hand gestures.



Leaving nothing to chance, Troupe must comb every square inch and open every door. Better to find a problem now than have something happen in the air.

# When his millions fly away, he knows they'll always come back.

**G**oing, going, gone. Aviation Machinist's Mate Airman Anthony Troupe watches as \$35 million disappears into the distance. Not everyone gets to watch that kind of money fly away. Not too many people would want to. But Troupe doesn't mind, because he knows it's coming back.

An F/A-18C *Hornet* is worth about \$35 million. And on board USS *Theodore Roosevelt* (CVN 71), Troupe is a millionaire. That *Hornet* that just shot off the flight deck is his. He "owns" it. He even has his name on it, painted on one of the nose landing gear doors.

Troupe is a plane captain for Strike Fighter Squadron (VFA) 15 and he's a \$35 million man.

"A plane captain makes sure that a jet's ready to go," said Troupe. "We have to look at everything, from the doors down to the fasteners to make sure nothing is broken. If that aircraft is not ready to go, the maintenance department's going to want to talk to the pilot, then they're going to come looking for me. A plane captain is responsible for safety at all times. You've got to be safe."

Troupe's *Hornet* is one of many aircraft that participated in the *Joint Task Force Exercise (JTFEX) 99-1* off the coast of North Carolina.

This year's JTFEX was designed to not



After finishing his turnaround, Adan Troupe waits for the next pilot to fly in "his" plane.

only give multinational forces some idea of what it's like to work with each other, but also to qualify USS *Theodore Roosevelt's* carrier battle group and USS *Kearsarge's* (LHD 3) Amphibious Readiness Group for their current deployment to the Mediterranean Sea and Persian Gulf.

Troupe said this exercise helps "to see if our pilots and their flight crews are ready for war. When they're flying, you see people running around, planes coming back, landing. One pilot comes out, the next one jumps in. You don't have time to spare. You don't have time to breathe. But somehow, someway, you just get the job done.

"Sometimes, they come back and you have to do a quick turnaround, continued Troupe. "You have five minutes, a

turnaround usually takes 30 minutes. You really have to push it. For a normal 30-minute turnaround, I'd look over the whole jet, check the tailhook, the launch bar, make sure there's no nicks or dents. Now for a turnaround when you've only got 5 to 10 minutes, I'd look the bird over for loose fasteners, clean any fuel or dirt from the canopy, and of course, make sure the plane's got gas."

JTFEX might be a high-tempo exercise to prepare the crew and airwings for what they might face in an upcoming deployment, but Troupe figures, exercise or not, if he's going to launch a jet, he's going to do it with class.

"Whoever's standing next to me has got to look good. It doesn't matter what they do, aircraft handling, flight deck coordinators. I just want to be sharp. And I don't mean this in a bad way, but I really try to show them off," he added.

After the pilot climbs into the cockpit and lowers the canopy, Troupe stands near the plane where the pilot can see him. He watches as the pilot tests the rudder, flaps, elevators, landing lights and all other flight controls. He returns a "thumbs up" when it's all done before he gives a final salute and hands the plane off to one of the "yellow shirts" to be taxied to the cat.

It's been three weeks since Troupe's name was painted on the nose landing gear door of *Hornet* No. 306. He was lucky. "Some people wait four years to get their name on a jet. But I only had to wait a month. I didn't believe it at first. A fellow plane captain told me I had my name on a jet. I ran down there and looked, and, oh man."

So, how does he feel about "owning" a jet? "I don't wanna break it."

*Gunder is a photojournalist for All Hands.*

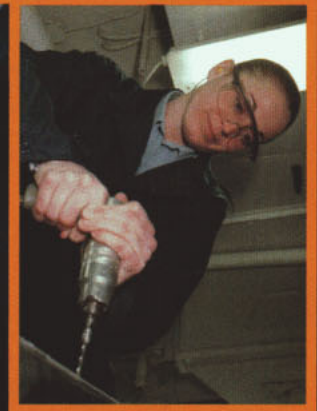


Troupe grabs what he needs before going up to the "roof" (flight deck).

H12 Gale Maio pays close attention to her fingers as she slices a couple inches off a piece of sheet metal.



# THE WOMAN OF STEEL



Story by JO2 Brigitte Barnes  
photos by JO2 Joseph Gunder III

Every once in a while, USS *Theodore Roosevelt*'s sheet metal shop gets a request to make a shelf, a locker or in this case, a metal box. Maio pre-drills holes where the rivets will go.

# You always count on somebody...

# Someone is always going to be there if you fall.

It's 6 a.m. The IMC sounds "Reveille, reveille." Sailors aboard USS *Theodore Roosevelt* (CVN 71) roll out of their racks and head for the showers. They turn on the water and never give a second thought to where it comes from or where it goes. Good thing, too. Trying to follow the endless maze of piping on board a carrier would make anyone dizzy. Well, almost anyone. Hull Maintenance Technicians own that piping and HT2 Gale Maio probably knows just about every inch of it.

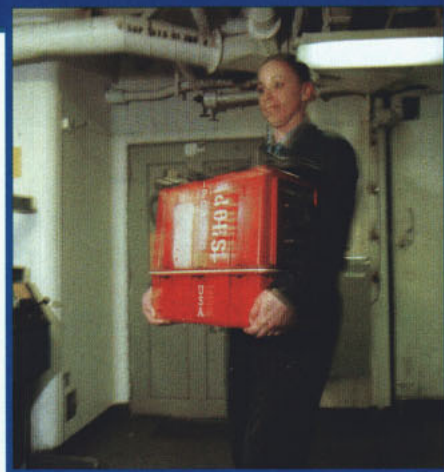
Known as the 'plumbers of the Navy,' HTs are responsible for maintaining ships' hulls, fittings, piping systems and associated machinery. They install and maintain shipboard and shore based plumbing and piping systems. They also look after a vessel's safety and survival

equipment, and perform many tasks related to damage control.

Maio, a native of Painted Post, N.Y., is the only woman in the HT shop onboard *Theodore Roosevelt*.

"This is their first time having women in the shop. The guys are really good. I know that if anything happens, they will support me," said Maio.

On board since October 1998, Maio was there when *Theodore Roosevelt's* Carrier Battle Group and USS *Kearsarge's* Amphibious Ready Group joined other naval units from Great Britain, the Netherlands, France, Belgium, Canada, Germany, Bolivia and Brazil recently, for Joint Task Force Exercise (JTFEX) '99, the final qualifications exercise before the carrier's scheduled six-month deployment.



Maio carries a power supply to the welding booth.

Work in the HT shop was nudged up a notch during the exercise. "We provided logistical and repair support to other NATO ships that were part of the combined battle group operations," said CAPT David Bryant, *Theodore Roosevelt's* commanding officer.

During JTFEX, sorties were flown day and night. Planes were constantly shifting from the hanger bay to the flight deck and weapons were also being moved around.

"We had two weapons elevators that went down," said Maio. "It was a trouble call job and we had to fix them."

Mostly though, there were only minor repairs required for the airwing. "There are so many things on the flight deck that could break," she said. "If anything breaks, we fix it. Most of the division is on the Nucleus Fire Party, so they have to

Maio and the rest of the HTs hang out in the sheet metal shop.



man all the AFFF stations in case there is a crash on the flight deck.”

The 28-year-old joined the Navy nine years ago because “it was a dream” of hers. The best part of the Navy to her is the unity. “You always count on somebody,” she said. “Someone is always going to be there if you fall.”

Dirty, dusty, gritty. That’s what usually comes to mind when you think of a welder. Being an HT in the Navy is no different. It’s a dirty job.

“I try to stay as clean as I can all the time,” said Maio. “I wear coveralls – that’s a must. I like to present myself as positively as I can, especially since I’m the only woman in the shop. I have to make myself stand a little bit higher than everybody else.”

Maio did not know what she wanted to do when she joined the Navy. Right after

It’s the mid-watch in the ballast control room. Maio had about a four-hour nap, but that’s all she needs to keep going.



“We had two  
weapons elevators  
that went down ...  
It was a trouble  
call job and we  
had to fix them.”

—HT2 Gale Maio

boot camp, she went to fireman apprenticeship school and was put in R-1 Division on USS *Emory S. Land* (AS 39), a sub tender. The division was made up of only HTs.

“I was planning on getting out in four years, so I said ‘OK, I’ll play.’ Somebody gave me their HT courses. I went up to take the test thinking that I wasn’t going to make 3rd class but, I made it. I was designated. I am glad I made the decision to do the courses and take the test. There’s lots of things that I’ve seen. I am learning new things each day.”

There’s not much free time on a ship, especially for HTs. Sometimes a job comes in and they work all night until it’s done.

“She’s a hard worker,” said HT1 David Simmons, work center supervisor for ERO1, the Sheet Metal shop. “She does the work right the first time with very little rework.”

*Theodore Roosevelt* is currently on its Mediterranean/Arabian Gulf deployment, but her Sailors on board can rest assured that if anything breaks, HT2 Gale Maio will be right there to fix it. Enjoy your showers.

*Barnes is a journalist and Gunder is a photojournalist assigned to All Hands.*

Story by JO2 Brigitte Barnes  
Photos by PH1 James Hampshire

# Building a Better Board

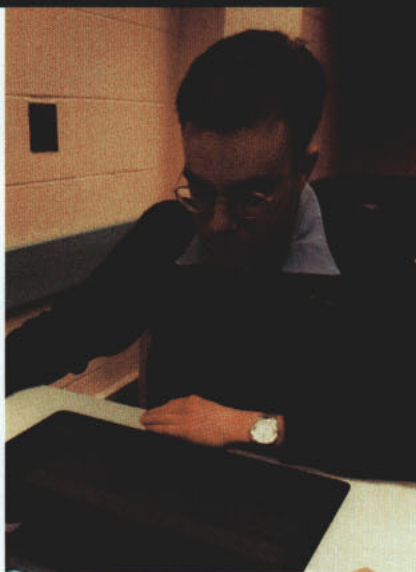
## Computers. They're everywhere it s

**T**he Electronic Technician "A" school, located at Naval Training Center, Great Lakes, Ill., is using concepts like the "Smartboard" to turn all of its classrooms into Automated Electronic Classrooms, or AECs.

The Smartboard looks like an ordinary white wallboard, but it's actually an interactive tool linked to the instructor's computer operating software. It works in much the same way as the touch pad on a laptop computer. The instructor uses a special pen which interfaces with the computer on his desk.

The Smartboard allows the instructor greater flexibility and keeps students engaged in the learning process. Instructors can look them in the eye rather than droning on from behind a projector in the back of a darkened room.

"This is a lot better than what I used



AT3 Douglas Kent, from Albany, N.Y., studies his computer screen, which is built into his desk. He is looking at the same thing that the instructor is talking about on the big board in the front of the class.

as an instructor when I was in the Navy," said Peter Morrison, a San Diego City College instructor working on his ET school certification. "I was in the Navy for nine years. Four of those I spent as an instructor. We didn't have anything like this. We were using transparencies and slide machines."

You can also attach sound bites to draw students into the lesson. For things you want to emphasize, you can add the sound of a small explosion, or applause for when someone answers a question correctly. The school is trying to maximize learning by changing what – and how – their students see, hear and read.

"The entire curriculum has been computerized," said school instructor Electronics Technician 2nd Class Kevin Hardin from St. Petersburg, Fla. "It makes things so much easier than having to use



ET2(SW) Kevin Harden explains the current flow on this circuit with the help of the "Smartboard".

## ems. Even in Navy classrooms.

an overhead projector. Now I can go click, click, and boom. I'm up and running. And I've got them all available."

"We can use an entire palette of colors on the Smartboard," continued Hardin. "When you use a whiteboard, you can only choose from four or five colored markers. I also have a remote control so I can go from slide to slide from anywhere in the room. That helps a lot. I can walk around and make sure my students aren't getting lost."

ET1(SW) Jesse Hall, an instructor from DeQueen, Ark., says he thinks the electronic classroom enhances the learning capabilities of the whole school. "It keeps people more alert and they tend to ask more questions."

In addition to the Smartboard, AECs are also experimenting with the Interactive Electronic Technical Manual

System (IETMS) classroom where computers are built right into the desk of each student.

"We use this for interactive schematic work," said Fire Controlman 2nd Class (SW) Duffy Wolvin from Everett, Wash. "Sometimes when you draw on a board, it is difficult for the students in the back to really see what you are doing, especially with the schematics. Here we can draw on the main board and everything is automatically visible on the individual screens in front of them."

According to ETCS(SW) Nathan Stevens from Wilmot, Wis., leading chief petty officer at ET "A" school, "The graphics are great. Our rating uses a lot of abstracts. I can *tell* you that if you turn on a light switch, a light will come on. The people we train have to understand *why* it comes on.

"A lot of the radar fundamentals are the same. You can't see it, but understanding how it works is essential in wave-guide problems, antenna problems, chokejoy problems, understanding the use of an echo box and all the different things that go along with troubleshooting equipment. If they can't visualize it, they're not going to get it. And they're not going to be able to troubleshoot it. When you use the animated graphics you can show these abstract ideas. You couldn't do that without the electronic classroom."

It's a high-tech world. Science fiction is fast becoming reality. The Navy has to keep up the pace. AECs are a great place to start.

*Barnes is a journalist and Hampshire is a photojournalist assigned to All Hands.*

# From Pieces

**S**ome people join the Navy for the travel. Some join to get technical training. Some even join for the money. And then there are those who join looking for something special – adventure, camaraderie, honor, pride. These people are looking for something different, something greater than themselves. Machinery Repairman 1st Class Merv “Bando” Keeto is one of those people. He signed up to find the “spice of life.”

Keeto joined the Navy 18 years ago. He had tried college, but it just wasn’t for him. He needed something more.

“When I was a kid, my grandfather would tell me stories about being captured as a prisoner of war (POW),” said Keeto. “I always remembered that. I wanted to do something for my country.”

The Hunter’s Point, Ariz., native is a senior instructor at the MR “A” school in Great Lakes, Ill., and is a full-blooded Navajo Indian who grew up on a Navajo Indian reservation. He speaks fluent Navajo and understands some Spanish.

The third youngest of 10 children, he was brought up in a traditional Navajo family, and his family is still very close.

“I believe teaching is the most important trait in the Navy,” he said. “As an instructor, you have to be highly motivated. When you are standing behind a podium, it doesn’t matter that you’re tired because you stood duty the night before. Your students are eager to learn and they are looking to you for answers.”

# to Put It S

And Keeto certainly has them.

Keeto may be a machinist, but some say he's a magician. He can do wonders with the most insignificant shards of metal. When something breaks and there aren't any parts to fix it, Keeto simply makes new ones.

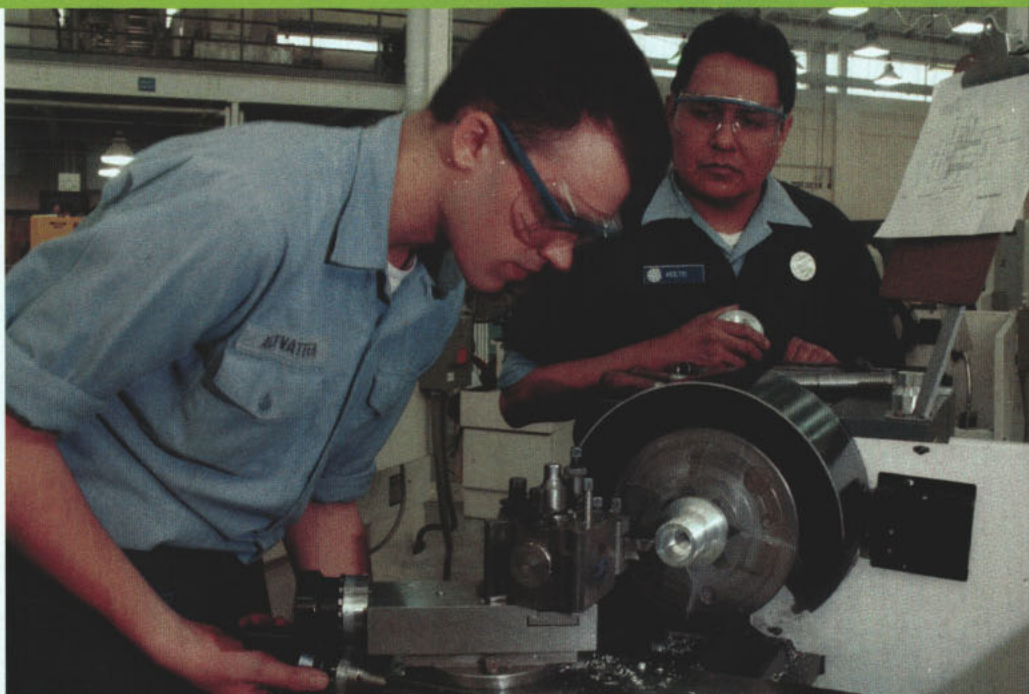
"Say for instance, a piece of equipment goes down," said Keeto. "A part has a broken stud and the shop has no one to go to. The MRs come in and fix it."

It may sound like a lot of hocus pocus, but it takes a lot of hard work and skill. "You have to have a strong math background and be mechanically inclined. Just by having this skill, I think I possess something that is very important for the Navy."

The MR "A" school is set up in six phases. Keeto is one of eight instructors



Instructor MR1 Merv Keeto shows FR Matthew Davis, from Walhalla, S.C., how to machine a spur gear on a milling machine and indexing head.



MR1 Merv Keeto looks on as FA Erik Altvatter, of Thousand Oaks, Calif., threads a bonnet nut.

and teaches the fifth and sixth phases. He gets the students after they learn about layout and benchwork – the basics of the trade. He teaches the operations of the milling machine used to manufacture spur gears, gear racks and any other geometric forms.

He is also a professional bull rider, which seems a somewhat out-of-place occupation for someone who always preaches safety to his students. "Our motto for the MR rating is 'Safety Accuracy and Speed,'" he explained. "Safety is paramount. Safety has no quitting time. It must always be there."

But growing up on a reservation, the rodeo always seemed to call out to him. And when his oldest brother gave him a chance to ride, he took it.

"He used to ride in the pro-rodeo circuit," said Keeto. "He was riding the saddle bronc and bareback and he suggested that I ride the bulls."

"It's very challenging," he continued. "But it's an awesome feeling – the power of an animal and yourself."

He has been injured several times, the worst being in June 1996 when he "dash-boarded," which means he fell forward onto the horns on the bull. "But I have to ride. I love it."

It looks like MR1 Merv Keeto has found the "spice" in his life.

*Barnes is a journalist and Hampshire is a photojournalist assigned to All Hands.*

# CyberSailor

Does this look familiar? "IBM-compatible, 450 MHz PIII, 12GB HD, 64MB RAM, 512KB cache, 32X CD-ROM, 8MB AGP 3D video, PCI sound card, 56k internal modem...."

Well, if you're like most of the people in the world, that's a cross between Greek and geek. You know it has something to do with computers, but what

more "user-friendly" than PCs. Even dyed-in-the-wool, 'til-death-do-us-part PC users will admit that a Mac is easier to set up and add new peripherals (printers, modems, etc.) to. Also, most professional shops that deal with photography, desktop publishing and the like are Macintosh-based.

However, Macs are generally considered to be more expen-

challenge by zealots from one side or the other. For more info, look to the Internet. Sites like [www.cnet.com](http://www.cnet.com), [www.zdnet.com](http://www.zdnet.com) or [www.computers.com](http://www.computers.com) can provide more unbiased information on differences between the two, and what they mean to you.

Let's get back to our advertisement. The first term in the

ask yourself what you want to use your computer for to determine how much speed you're willing to pay for. Say you want to use the 'Net, take care of your checking account, write letters and memos, and maybe entertain yourself with a game of solitaire or "Tetris." A \$3,000 Pentium III or Mac G3 is too much computer for you. Save your money and buy

# Making Your Way Down

exactly does it mean, and should you care? If you're ready to buy your first computer or are considering an upgrade, you should know how to read the writing on the wall.

Lucky for you, I speak Geek (and even a little Greek). So what do you say we all get on the same sheet of music.

The first thing you'll need to do is decide whether to buy a PC or a Macintosh. Merely mentioning the pros and cons of one system over the other can lead to the '90's equivalent of a religious war, so tread lightly when researching this one! Luckily for you, I have fought this battle, and returned bloodied but unbroken with the following basic information:

Macintosh machines have historically been considered

sive than PCs, and less Mac-specific software is available in stores.

PCs on the other hand, are generally cheaper, have a wider variety of software available, and have become much more user-friendly during the past few years. Many people choose to buy PCs because they use one at work, and are comfortable with them.

That said, the above statements are subject to legitimate

ad, "IBM compatible," means it's a PC. That is, it's based on a standard that IBM introduced way back in the dark ages: the early-1980s. It doesn't necessarily mean it's an IBM-brand computer, though. Dozens of manufacturers build computers based on the standard.

Next, "450 MHz," refers to the speed of the computer's "brain," or processor. The higher the number, the faster the computer. You'll need to

a nice color printer or scanner for the computerized kids' photo album you want to create.

On the other hand, if you want to do all that, plus play the latest 3D games experiment with computerized video editing and create poster-sized photos, you'll need all the horsepower you can get. For the solitaire players out there, go for the 233 or 266 MHz Macintoshes, or the 333 or



[www.cnet.com](http://www.cnet.com)



[www.computers.com](http://www.computers.com)

350 MHz PCs. Potential Spielbergs (and those with his money) need to be looking at 400 MHz Mac G3s, or 500 MHz PCs. Most of us will be perfectly happy with something in between.

Whether you're a Spielberg or a "Letter to the Editor" writer, you're going to need somewhere to store your masterpieces. That's where the "12 GB HD" in our ad comes in. In English, the term stands for "12 gigabyte

will choke without enough "RAM" or random access memory. Simply put, memory functions as the computer's primary workspace. Information stored in RAM is different from information stored on the hard drive in that it is temporary. If you shut down the computer without transferring (saving) your work to the hard drive, it's gone. RAM is measured in megabytes, or "MB." Look for 32 to 64MB of RAM at the low end,

speeds. Who cares? No program requires a speed faster than eight times the original, so what you're getting for your money is (slightly) faster loading programs. Don't get crazy over it.

Instead of CD-ROM, you may see "DVD 3X," or something like that listed. DVD, or "Digital Versatile/Video Disc," is a newer standard, which allows greater storage capacity than a regular CD. DVD is a nice, but still unnecessary, thing to have.

It's the video card's job to turn your masterpieces into something you, and the world, can see. Video card technology may be moving faster than any other area of geekdom I can think of. At the low end you're almost certain to have your basic needs filled by anything you'll find in the store. Look for 4 megabytes of RAM on the card at a minimum. You potential power users need to be looking at 8 megabytes or more. Sixteen megabytes is becoming common, and lately we've begun seeing 32 megs on consumer-level cards.

The next term, referring to the sound card, is less important in some ways than it used to be. For years Macs have had sound cards as standard equipment. I can't think of a PC that doesn't come with one nowadays. The audible differences in a computer's sound become more important at the high end, for use in audio editing for instance, and of course for gamers who need to actually feel the sound of the Death Star when it explodes.

Next up is the modem. Used for connecting to the phone system for faxing and Internet

access, this is another area where just about anything on the shelf is going to meet the basic requirements. The term V.90, or 56K, is the newer standard for modems, and just about all modems included in a desktop computer will meet that standard.

On to our monitor, the TV screen. Get the biggest you can afford, whether you write letters or edit video. I recommend at least a 17-incher. If you're doing any sort of graphics work or desktop publishing, 19 inches of monitor real estate is better, and if you're Spielberg rich, grab one of those gorgeous 21-inchers!

Last, but not least, get a good warranty. Unless you feel confident you can diagnose and repair problems yourself (So, why are you still reading this?). Look for a 3-year, on-site warranty, meaning they come to your house to fix it. Most computers come with 3-year "pack it up yourself and mail the \*\$%& thing back to us" warranty, but only if they can't figure your problem out over the phone. Also look for unlimited, toll-free, 24-hour-per-day phone support. All vendors currently offer Web support and will answer any questions by e-mail.

There are lots of good computer deals around, but do your homework first to make sure you don't spend too much – or too little – for your needs.

*Cyber Sailor*

# Geek Street



[www.zdnet.com](http://www.zdnet.com)

hard drive." Here again, a letter to mom takes up just a little of that space, and "Saving Private Ryan" takes up a whole bunch. If you're the former, don't even worry about that number. There's no new computer in stores today that doesn't have enough room on the hard drive for you. If you're the latter, you'll once again need to be looking at all the room you can get.

The fastest processor and biggest hard drive in the world

and if you can afford it, go for 128 or more megabytes, especially you gaming and movie fanatics.

Next up is the CD-ROM, which also is listed in terms of speed. The label "32X" means it's 32 times as fast as the first computer CD-ROM drives. Only it isn't, most of the time. Confusing? Sure it is! In a perfect world, at the perfect location on the CD you're accessing, it's 32 times as fast as those old single

# Eye on the Fleet

**EYE ON THE FLEET** is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**



## RED LINE

Aviation ordnancemen remove an AIM-7 Sparrow missile from an F/A-18 Hornet aboard USS Carl Vinson (CVN 70).  
Photo by PH2 Shawn Handley



## OILY ASCENT

An electronics technician 2nd class assigned to USS *Kitty Hawk* (CV 63) climbs out of the core of an air traffic control radar tower after checking the lubricating oil level.

Photo by PH3 Chris D. Howell



## SPIT AND POLISH

AE2 Victor Melendez of El Paso, Texas, cleans the canopy of one of the Blue Angels demonstration jets after morning turns at El Centro, Calif. The Blue Angels were in El Centro from January to March practicing for the '99 season.

Photo by PH1(AW) Ron Newsome

To be considered, forward your images with full credit and outline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: [navynewsphoto@hq.navy.mil](mailto:navynewsphoto@hq.navy.mil).

Mail your submissions to:  
NAVY NEWS PHOTO DIVISION  
NAVAL MEDIA CENTER,  
2713 MITSCHER RD., S.W.  
WASHINGTON, D.C. 20373-5819

# Eye on the Fleet



## HARD DAY'S NIGHT

As evening approaches in the central Mediterranean, flight operations continue aboard USS *Enterprise* (CVN 65).

Photo by PH2 Michael W. Pendergrass



## BIG EYES

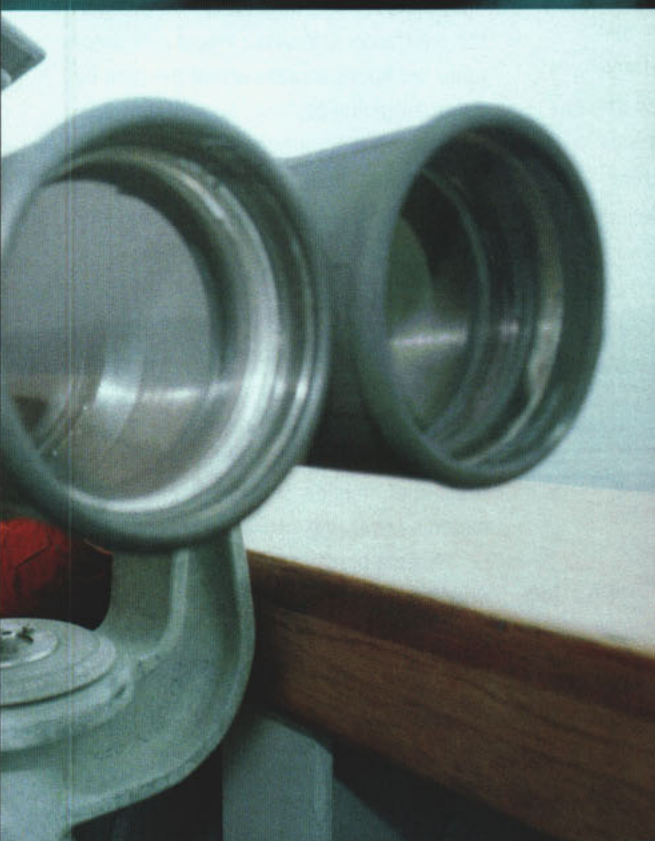
SN Joshua V. Chapman from Jefferson, Pa., looks through the ship's "Big Eyes" while standing a Low Visibility Detail Watch on board USS *Nicholas* (FFG 47).

Photo by PH1 Benjamin D. Olvey



## GOTCHA!

An S-3B *Viking* assigned to Anti-Submarine Squadron (VS) 22 launches an AGM-65 *Maverick* missile during Exercise *Juniper Stallion*, a joint United States and Israeli exercise. Photo by PH2 Michael W. Pendergrass



## CHECKED OUT

A03 Chris Rodriguez of Fayetteville, N.C., inspects the installation of a AIM-9 *Sidewinder* missile on an F/A-18 *Hornet* aboard USS *Carl Vinson* (CVN 70). Photo by PH2 Shawn Handley



# The Final Word

## A Fine Grain of Salt

By JO1 Robert A. Benson

**G**et in a Delorean, slam it into first, and let her rip until you hit 88 mph, because like in the movie, that may be the only way to get back four decades – to the time when Seaman Recruit Cory Paulsen joined the Navy.

Most of us were nothing more than a vision in our parents heads back then, June 6, 1958 – the day Paulsen began his naval career. This month he is marking his 41st year in the Navy, which makes him – according to sources at the Bureau of Naval Personnel in Millington, Tenn. – the Sailor with the most years of non-gapped, uninterrupted Naval service.

That's not dandruff on his uniform, it's salt.

Paulson is so salty that he attracts deer at his Minnesota home. "I thought there would be some crusty master chief or admiral out there with more time in, but I guess I'm it," remarked Paulsen, when he learned of his particular position in February.

Just how long is 41 years? It's about 15,000 days long. It's generations long. It's long long. Civilizations have risen and fallen in shorter periods. The African lion mates, gestates, lives a full life, then expires in half that time. Navy ships are commissioned, run until the odometer clicks a million, then get decommissioned before four decades go by.

USS *Kitty Hawk* (CV 63) currently flies a flag for being the oldest ship in service; maybe Paulsen should raise one too.

Consider this: Forty-one years ago Paulsen could have sworn he was living in an era that was bristling with cutting edge technology; at his first duty station (which

is long gone) he had access to the Navy's first computer: an IBM 1401. Vacuum tubes inside would hum and spark and it would operate as fast as the Indonesian slow loris. He had a car that cornered like a battleship and probably weighed about the same. It had tailfins equal in size to wings on the Navy's *Catalina*. He wowed his friends by using hip 1950's lingo; words like, "daddy-o," "swell," "keen" and "dreamboat."

In 1958, Dwight D. Eisenhower was president, "Cat on a Hot Tin Roof" starring Elizabeth Taylor was playing at theaters, the laser had just been invented and a new organization called NASA came into being. These space people amazed the public with their hare-brained talk of flying a rocket to the moon.

After 12 years in the enlisted ranks, Paulson moved to the warrant officer community where he reached CWO4. He then earned his commission and now serves as lieutenant commander in the Reserves. In his "other" job, Paulsen is a senior systems analyst for a window and door company in Minnesota.

For Paulsen, it all began in the frigid twin cities 41 years ago, and it's all going to end there; he retires in December when he hits his 60th birthday.

Next in line to carry the old salt torch will be CAPT Harry Smith, from Annapolis, Md. Smith is at the 37-year mark and counting. Maybe someone should design an old salt trophy to be passed down as each Sailor with the most years retires. How about a large salt shaker with a white hat on top?

Excuse me Mr. Paulsen, would you please pass the salt?



## Did you know?

**Gundecking** in the modern Navy, usually means falsifying reports and records. The origin of the term is somewhat obscure, but at the risk of gundecking, here are two plausible explanations for its modern usage. The deck below the upper deck on British sailing ships-of-war was called the gundeck although it carried no guns. This false deck may have been constructed to deceive enemies as to the amount of armament carried, thus the gundeck was a falsification. Another explanation may stem from shortcuts taken by early midshipmen when doing their navigation lessons. Each mid was supposed to take sun lines at noon and star sights at night and then go below to the gundeck, work out their calculations and show them to the navigator.

Some of these young men had a special formula for getting the correct answers. They would note the noon or last position on the quarterdeck traverse board and determine the approximate current position by dead reckoning plotting. Armed with this information, they proceeded to the gundeck to "gundeck" their navigation homework by simply working backwards from the dead reckoning position.

**The bitter end** of a line is the last of the line secured to the bitts (those wooden or iron posts sticking through a ship's deck called bitters). Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end.

Phrases like "stick it out 'til the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.

**"Sleep Tight"** derives from the fact that early mattresses were filled with straw and held up with rope stretched across the bed-frame. In order to support the weight of the individual the ropes had to be pulled tight.



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